Santa Fe air photos • New Haven in color • PLUS: Double foldouts

Classic Trains®

THE [illegible] ROADING

Fall 2005
DISPLAY UNTIL NOVEMBER 1, 2005

From the Editors of TRAINS Magazine

Electric freight!

Photo gallery of 'Juice Jacks' on tonnage

Southern's *Lonesome Pine Special*

Steam on SP and Nickel Plate

Shuffling Pullmans in Buffalo

$6.95 • $8.95 Canada
0 72246 46788 6 53
Vol. 6 • Issue 3

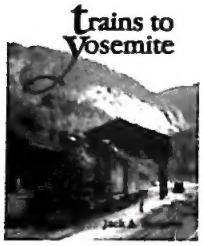
New Jersey action in 1973 and '42

Explore Railroad History with Signature Press

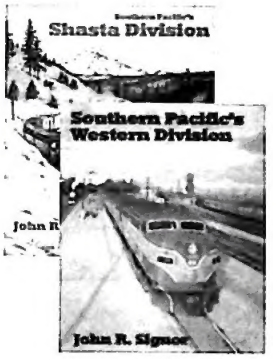
Coming this fall: Richard Steinheimer's classic, *The Electric Way Across the Mountains*

This magnificent book portrays the electrified operations of the Milwaukee Road in the Cascades and Bitterroots. From the people who ran the railroad, to the breathtaking scenery, and to the distinctive "Little Joe" and "Bipolar" locomotives, this presentation is Steinheimer at his best, and as he has often said, this was one of his favorite railroad territories. The original 1980 book has long been out of print; this enlarged edition includes added photographs and information about the electrification.
200 pages, 318 photographs. Price: $65

Other Titles Include

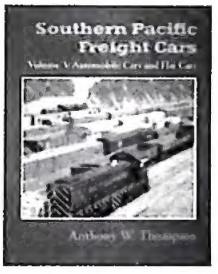


***Trains to Yosemite*, Jack A. Burgess**
Thorough and delightful history of the remarkable Yosemite Valley Railroad, from 1907 to 1945, with details of operations, rosters, and drawings of equipment.
372 pages, 416 photographs, 45 maps and drawings. Price: $65



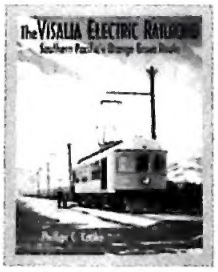
***Southern Pacific's Western* and *Shasta Divisions*, John R. Signor**
The history of two of SP's most complex and scenic divisions, routes of many famous name trains, presented by renowned SP historian John Signor.
Western: 416 pages, 711 photographs (84 color), 23 maps. Price: $70
Shasta: 352 pages, 622 photographs (54 color), 22 maps. Price: $65

***Central California Traction*, David G. Stanley & Jeffrey J. Moreau**
This fine book covers the history and operations from 1902 to present of "California's Last Interurban." 410 pages, 626 photographs (54 color), 22 maps. Price: $65



***Southern Pacific Freight Cars*, Anthony W. Thompson**
The first three volumes in a definitive series on freight cars of this railroad, covering gondolas and stock cars (Vol. 1), cabooses (Vol. 2), auto and flat cars (Vol. 3).
Volume 1: 320 pages, 537 photographs, 30 drawings. Price: $65
Volume 2: 392 pages, 681 photographs (102 color), 17 drawings. Price: $70
Volume 3: 416 pages, 702 photographs, 59 drawings. Price: $65

***Railroads of Arizona*, David F. Myrick**
Continuing Myrick's acclaimed series on Arizona railroads, these two volumes present the Santa Fe main lines across and within Arizona.
Santa Fe Route (Vol. 4): 288 pages, 302 photos, 22 maps. Price: $65
Santa Fe to Phoenix (Vol. 5): 280 pages, 261 photos, 29 maps. Price: $65



***The Visalia Electric Railroad*, Phillips C. Kauke**
The construction, operation, and dieselization of this small California road.
168 pages, 251 photographs, 15 maps. Price: $55

***Southern Pacific Daylight Locomotives*, Robert J. Church**
The distinctive 4-8-4 steam locomotives of SP, assigned to many of SP's premier trains, are covered in detail, from design and construction to operation system-wide.
434 pages, 731 photographs, 39 drawings. Price: $70

Free shipping, domestic individual orders
($10 shipping for foreign individual orders)
California residents add 7.75% sales tax per book.
For additional titles, visit our Web site.

SIGNATURE PRESS

DEALER INQUIRIES INVITED

Order direct: 11508 Green Road, Wilton, CA 95693, or from our secure Web site, www.signaturepress.com, or telephone to 1-800-305-7942.

Classic Trains

Editor	Robert S. McGonigal
Art Director	Thomas G. Danneman
Senior Editor	J. David Ingles
Contributing Editor	John Gruber
Graphic Designers	Anthony Belli
	Chuck Braasch
	Kate Malloy
Editorial Associate	Angela Pusztai-Pasternak
Librarian	Nancy L. Bartol
Associate Publisher	Kevin P. Keefe

Editorial
Phone: (262) 796-8776
E-mail: editor@classictrainsmag.com
Fax: (262) 798-6468

Display Advertising sales
Phone: (888) 558-1544, ext. 625
E-mail: adsales@classictrainsmag.com
Fax: (262) 796-0126

Customer service
Phone: (800) 533-6644
Outside U.S. and Canada: (262) 796-8776, ext. 421
E-mail: customerservice@kalmbach.com
Fax: (262) 796-1615

Retail trade orders and inquiries
Phone: (800) 558-1544, ext. 818
Outside U.S. and Canada: (262) 796-8776, ext. 818

Visit our Web site
classictrainsmag.com

President	Gerald B. Boettcher
Vice President, Editorial and Publisher	James J. Slocum
Vice President, Marketing	Michael R. Stephens
Vice President, Advertising	Scott Stollberg
Corporate Art Director	Maureen M. Schimmel
Managing Art Director	Michael Soliday
Corporate Circulation Director	Michael Barbee
Group Circulation Manager	Catherine Daniels
Circulation Coordinator	Lori Ruffing
Circulation Coordinator	Kristin Gasper
Single Copy Sales Director	Jerry Burstein
Advertising Sales Manager	Mike Yuhas
Ad Sales Representative	Lori Schneider
Ad Services Representative	Lynn Boesen-Burnside
Classified Ad Representative	Rob Lewis
Production Manager	Annette Wall
Production Coordinator	Diane Olp

Single copy: $6.95 U.S. Subscription rates: 1 year (4 issues), $23.50; 2 years (8 issues), $44.00; 3 years (12 issues), $63.00. Canadian and foreign: 1 year (4 issues), $30.00; 2 years (8 issues), $56.00; 3 years (12 issues), $80.00. Payable in U.S. funds drawn on U.S. bank (Canadian price includes GST.) BN 12271 3209 RT. Printed in the U.S.A. All rights reserved.

©2005 Kalmbach Publishing Co. Any publication, reproduction, or use without express permission in writing of any text, illustration, or photographic content in any manner is prohibited except for inclusion of brief quotations when credit is given. CLASSIC TRAINS assumes no responsibility for the safe return of unsolicited material. Acceptable photos are paid for upon publication. Feature articles are paid for upon acceptance. For information about contributing to CLASSIC TRAINS, contact the Editorial Associate.

CLASSIC TRAINS is published quarterly in January (Spring), April (Summer), July (Fall), and October (Winter), (ISSN 1527-0718, USPS No. 019-502) by Kalmbach Publishing Co., 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612. Periodicals postage paid at Waukesha, Wis., and at additional offices. Postmaster: Send address changes to CLASSIC TRAINS, Kalmbach Publishing Co., 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612. Canada Publication Mail Agreement No. 40010760.

KALMBACH PUBLISHING CO.

Editor's Page

High-profile niche technology

This issue's "Electric Freight!" photo gallery [pages 30-43] celebrates a trend that peaked early in the classic era, and today is but a memory. Steam railroads—as opposed to interurbans like the South Shore or Sacramento Northern, which from their inception were electrically operated—began turning to electric motive power just before 1900. Electrified mileage stopped expanding in 1938, then began shrinking 8 years later. Although hundreds of miles remain energized, today the catenary and third rail serve only passengers.

Despite its extensive adoption worldwide, electric operation never really got beyond the niche stage in the U.S. At its peak, in 1943, the nation's electric-locomotive fleet numbered just 868 units—a mere 2 percent of all locomotives on the Class 1 railroads.

Yet electrified lines enjoyed a higher profile than such a statistic would suggest. Thanks to memorable examples like the Milwaukee Road's heroic mountain mileage; Detroit, Toledo & Ironton's short-lived, Henry Ford-sponsored installation; and the heavily trafficked systems of the populous East, electric operations became an indelible part of railroad history, even though the catenary mast has gone the way of the water tower on freight railroads.

Robert S. McGonigal

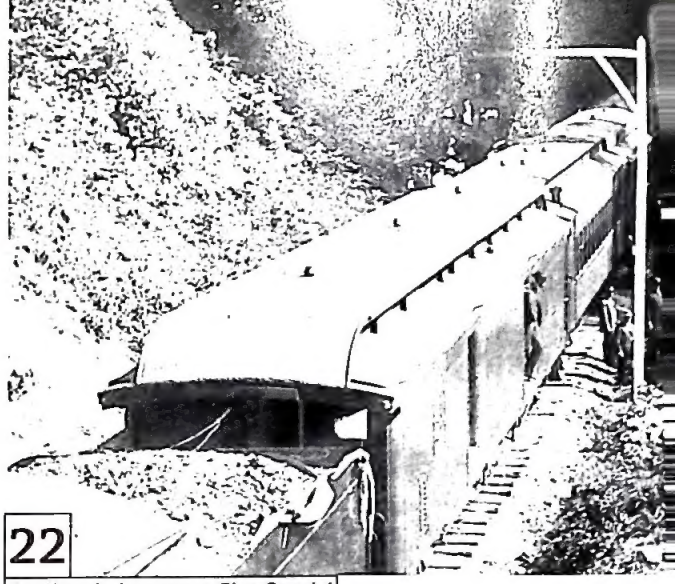
Pennsy P5a box-cabs hum past the tower at Morrisville, Pa., with a westbound freight in 1962. Today, the catenary remains, but for passenger trains only; the few freights here are diesel-powered.

Tom Gildersleeve

ClassicTrains
THE GOLDEN YEARS OF RAILROADING

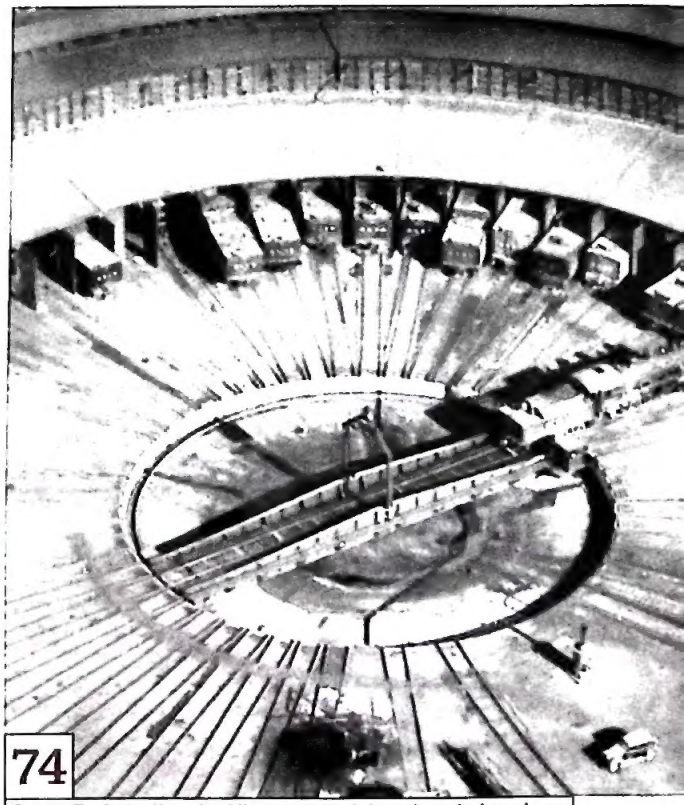
Fall 2005 • Volume 6 Number 3

Cover Stories



22
Southern's *Lonesome Pine Special*

30
Electric Freight! Virginian Railway is one of two "Pocahontas" roads in our gallery



74
Santa Fe from the air: Albuquerque (above) and elsewhere

On the cover: Milwaukee Road "Little Joe" electric E73 highballs a freight at East Portal, Mont., on August 25, 1972, in a photo from the Dan Pope collection. The Milwaukee was one of the leading users of "juice jacks" in freight service. See page 30.

Contents

20 Fastest Thing on Earth • William Benning Stewart
Nickel Plate's "High Speed . . . " slogan was at work on the main line

22 Lonesome Pine's Journey into History • Ed Wolfe
Just another Depression discontinuance? Yes, but precedent-setting

30 Electric Freight!
A photo gallery of 15 roads' "juice jacks" on tonnage, 9 entries in color

44 One Day at . . . Bound Brook, N.J. • George W. Hamlin
A 1973 Sunday morning netted CNJ and B&O action, but no LV

48 A Wartime Day at Bound Brook • J. David Ingles
Future railroader Bob Malionski took notes on 53 trains in 12 hours

50 Thomas J. McNamara: A Color Pioneer • Scott A. Hartley
He and pal Kent Cochrane gave saturation coverage to the New Haven

60 Augmenting on SP's Coast Division • Bob Freese
Extra-board pay was better, and the assignments more interesting

62 New York Central's Buffalo Shuffle • Bob Chambers
In just over 8 nighttime hours, 100 cars were juggled among 30 trains

68 Rocketing on By • J. David Ingles
An Englewood interlude concludes with a close call on the Rock Island

74 Bird's-Eye View: Santa Fe in Three States
Albuquerque shops; the *Tulsan* near Tulsa; Gainesville, Texas, yard

3 Editor's Page *High-profile niche technology*

6 Contributors *Meet this issue's crew*

8 True Color *Before Kansas City Southern's whiteout*

10 Fast Mail *Letters from our readers*

16 Fallen Flags Remembered *Clinchfield*

80 A Classic Year *1942*

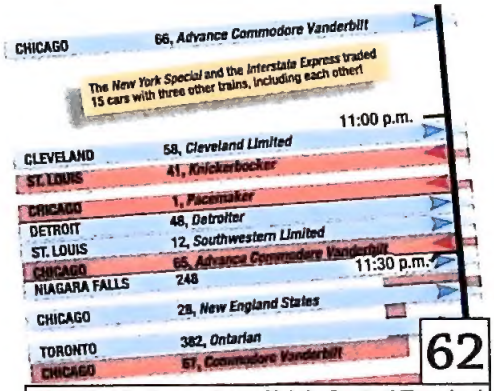
82 The Way it Was *Recollections of railfans and railroaders*

92 Car Stop *San Francisco's cable cars . . . before the crowds*

94 Second Section *Natural Tunnel, in color*

98 Bumping Post *Canadian National at Vancouver, British Columbia*

Action at Bound Brook, New Jersey, in 1973



Shuffling Pullmans in Buffalo's Central Terminal

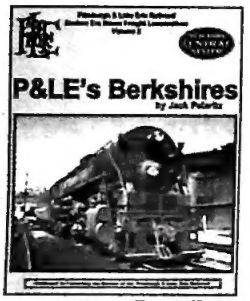
New Haven in Color: Tom McNamara was there

BLACK GOLD - BLACK DIAMONDS
The Dieselization of the Pennsylvania Railroad
Volumes I and II
by Eric Hirsimaki

Our critically acclaimed books about the Pennsy's journey to dieselization are available. Each volume is a 176 page hardcover book with hundreds of photos and many previously unknown facts about the railroad's steam, electric and diesel motive power. Volume I is $45.00; Volume II, $50.00. Add $5.00 per book shipping (Ohio residents please add 8% state sales tax. Ask for our brochure listing our railroad and Great Lakes ship videos and publications.

MILEPOSTS PUBLISHING
3963 Dryden Drive
N. Olmsted, OH 44070

Kahndog Publications, Inc.
8411 St Peters Lane
New Kent, VA 23124-2719
Phone: (804) 932-3264



For information on book availability, our latest projects, and a list of dealers please visit our website:

www.kahndog.com

Vol. 2 in our SP Passenger Car Reference Series now available!

Southern Pacific Passenger Cars
Volume Two: Sleepers & Baggage-Dorms

Don't miss out! Vol. One sold out quickly! Heavily illustrated and complete, it covers the production, service history and modifications to wood, heavyweight and lightweight sleepers and baggage-dorms assigned to, or owned by Espee. Library bound in an 8½ x 12 horizontal format, 582 pages, over 255 color and 850 black & white images, 109 plans, Rosters, Appendix, Glossary, Bibliography and Index.

$124.98 plus $10.00 domestic S&H and applicable Sales Tax
Visa & Mastercard accepted

Southern Pacific Historical & Technical Society
P.O. Box 93697
Pasadena CA 91109-3697

Contributors

Bob Chambers ["The Buffalo Shuffle," pages 62-67] is a professional photographer living in Burlington, Ontario. As a boy on the family farm in the 1950's, he saw Detroit-Buffalo limiteds flash by in the distance on NYC's Canada Southern. He began taking pictures just in time to catch the last of regular-service steam on Canadian National. Although this is his first byline in CLASSIC TRAINS, he's had stories in our sister magazines TRAINS and MODEL RAILROADER.

Bob Freese ["Augmenting on SP's Coast Division," pages 60-61] left railroading in 1957 for a sales career. Retired since 1992, he moved in 2004 from California to Belen, N.Mex., which he terms a "train-watcher's paradise" with more than 100 BNSF freights each day. Bob encourages his old SP fireman buddies to look him up. This is his first CLASSIC TRAINS story.

George Hamlin ["One Day at . . . Bound Brook, N.J.," pages 44-47] is a Cincinnati native living in Fairfax, Va. A lifelong railfan, he has a similar interest in commercial aviation. In addition to a career in the industry (working with airline, manufacturing, and consulting firms), George is the author of three books on airline history and has had many articles and photos in rail and airline publications. This is his second CLASSIC TRAINS byline, following "One Day at . . . Joliet, Ill." in our Summer 2005 issue.

Scott A. Hartley ["Thomas J. McNamara, A Color Pioneer," pages 50-59] is a lifelong New England resident. Since 1992 he has been a Correspondent for TRAINS magazine. Among his eight books on Northeastern rail subjects is *New Haven Railroad: The Final Decades* (Railpace Company, 1992), in which many of Tom McNamara's color images appear. Scott is also active on the Railroad Museum of New England's Naugatuck Railroad, based in Thomaston, Conn. This is his third article in CLASSIC TRAINS.

Robert R. Malinoski ["A Wartime Day at Bound Brook," pages 48-49] is retired from a career in railroading that began right after World War II when he took a job as an Erie Railroad yard brakeman for $8.54 a day. Raised in the Pennsylvania towns of Mt. Carmel and Shamokin, he now lives in Camp Hill, Pa. Bob's "Spring 1953: A Midwestern Swing" appeared in our Fall 2000 issue.

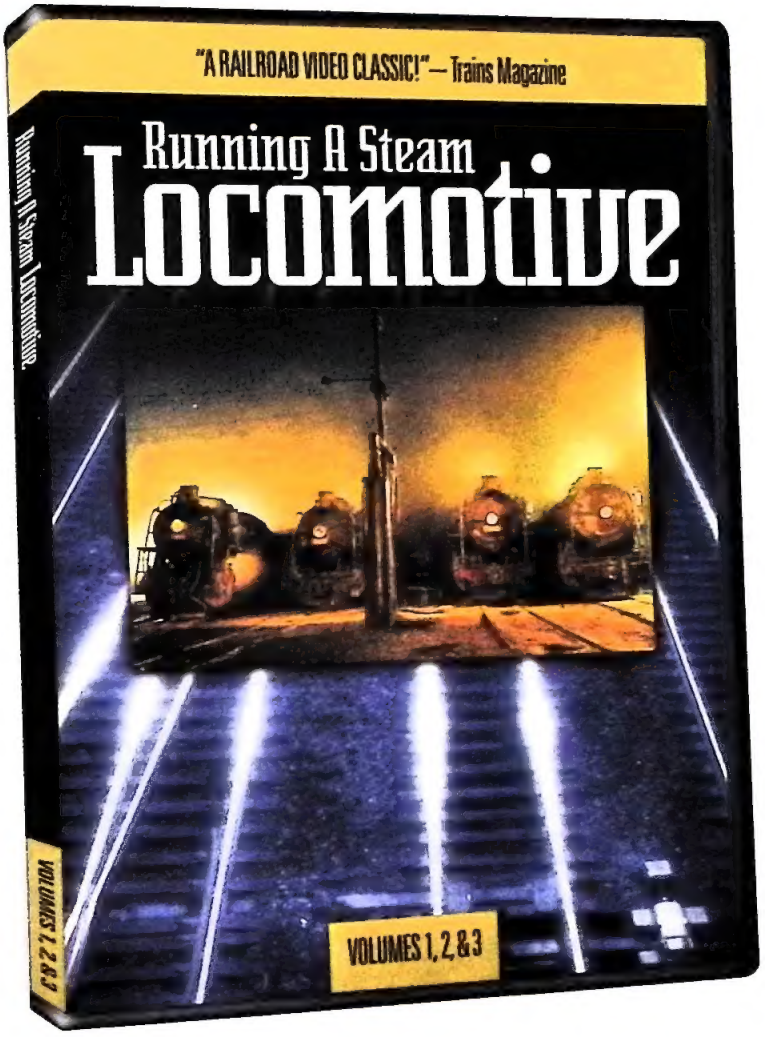
Charles K. "Ken" Marsh Jr. ["Clinchfield: Antithesis of Railroad Evolution," pages 16-19] majored in transportation at the University of Tennessee. His 45-year career included stints with the Army Transportation Corps and Louisville & Nashville Railroad, and for the majority of those years, with Eastman Chemical Co., in his Clinchfield-served hometown of Kingsport, Tenn. As logistics manager for ECC subsidiary Texas Eastman Co., the second largest chemical complex in Texas, at Longview, he operated a 26-mile private railroad. He has served as a Kingsport alderman since 1999, and is currently executive vice president of The Dolvin Company, LLC, a closely held investment firm. Ken and his wife, Patsy, have run P&K Enterprises, a railroad bookselling operation, for 30 years. This is Ken's third CLASSIC TRAINS byline.

William Benning Stewart ["Fastest Thing on Earth," pages 20-21], grandson of New York Central executive William F. Benning, grew up in northern Indianapolis near NYC main lines to Chicago and New York and branches of the Monon and NKP. Daily passages through that territory, coupled with fre-

quent long-distance car and train travel with his parents, provided tantalizing glimpses of the last of steam, shiny first-generation diesels, and firsthand familiarity with the streamliners of the NYC and other roads. Journeys on the Central's *James Whitcomb Riley* prompted him, at age 23, to purchase ex-NYC Budd tavern-lounge-observation car No. 48 from the Kansas City Southern, restore it to its *Riley* appearance, and operate it in private excursion service during the 1970's. Balancing a 30-year corporate communications career with avocational writing in transportation history, he has had bylines in TRAINS, MODEL RAILROADER, *Locomotive & Railway Preservation*, *Passenger Train Journal*, and other publications—but this is his first in CLASSIC TRAINS. A graduate of Indiana University and Ball State University, he now lives in a distant suburb of Detroit.

Ed Wolfe ["The Lonesome Pine Special's Journey into History," pages 22-29] was born in 1949 in Appalachia, Va. Visits to the Interstate Railroad's Andover Yard with his dad, Hugh Wolfe, who worked as brakeman/conductor for the IRR, led to Ed's interest in railroads, especially the Interstate. Although he was tempted to purse a career with his dad, Ed chose to attend college and holds an MS degree in Geology/Mineralogy from Virginia Tech. Ed has been employed for 29 years at the research and customer service lab for Harbison-Walker Refractories/ANH Refractories in suburban Pittsburgh. He has authored three books on the Interstate Railroad and two on related subjects (Miller Yard and the Stonega Coke & Coal Company). Ed thanks Frank E. Ardrey, Jr., Carl Collins, John Dale, Kenny Fannon, Ron Flanary, Charles K. Marsh Jr., Jeff Moore, *The Post*, Harold K. Vollrath, and Sonny Young for their help with this Lonesome Pine feature, his first CLASSIC TRAINS byline. ■

First time on DVD!


"A RAILROAD VIDEO CLASSIC!" — Trains Magazine
Running A Steam Locomotive
Running A Steam Locomotive
VOLUMES 1,2 &3
VOLUMES 1,2 &3

First time in box set!

"Those wishing to learn about steam from the ground up will find Volume I an invaluable tool. Others interested in the nuances of various engines and how they are operated will like Volumes II & III."

-- TRAINS Magazine

$49.99 (3pk)

Limited Time Offer: Free Freight when buying the 3pk!

Call Video Management Company, INC. to order, or order on-line
1-800-526-3269 • www.trainvideos4sale.com

Also Available Individually:
Running A Steam Locomotive - Volume I, VHS or DVD $19.99 each
Running A Steam Locomotive - Volume II, VHS or DVD $19.99 each
Running A Steam Locomotive - Volume III, VHS or DVD $19.99 each
Running A Steam Locomotive - Volume IV: The Crew of the 2472, VHS or DVD $19.99 each
(Volume IV: Additional material not covered in Volume II, featuring the Southern Pacific's Pacific #2472)

True Color

Mike Condren photo; J. David Ingles collection

Before the KCS whiteout

Wearing the handsome yellow, black, and red Kansas City Southern passenger-diesel livery, E8 No. 28 is at Sallisaw, Okla., with the New Orleans-Kansas City *Southern Belle* in June 1962. KCS began using a version of this paint scheme, introduced with the *Belle* in 1940, when Electro-Motive designed and applied it to E3's 21-23; E6's 24-25 of 1942 also got the livery. The slightly modified styling seen here debuted in '52 when E8's 26-29 were delivered; four ex-Maine Central E7's also got the treatment when KCS acquired them in 1963. (A handful of passenger F units and FM road-switchers also wore the *Belle* scheme, while freight cab units received a version in which red was dominant.) As KCS adopted solid "Deramus red" and then white for its freight units, the E's kept their colors—until 1969, just before the end of passenger service, when E8's 23 and 27 went white. KCS moved to gray in the late 1980's, but in 2001 new subsidiary Panama Canal Railway revived the *Southern Belle* livery, so perhaps it's not so hard to imagine a brace of modern GE wide-nose freighters stomping through eastern Oklahoma in these colors.

Tennessee memories

Denny Hamilton did an excellent job with "A Ride on the Tennessee" in Summer 2005 CLASSIC TRAINS [pages 74-79]. It brought back a lot of memories of my favorite railroad. Unfortunately, it appears the Tennessee will soon expire, for Norfolk Southern has filed for abandonment of the entire line. While the price of coal has risen astronomically, there appears to be no viable effort under way by private industry (coal mining operator) or local government to acquire the line from NS for continued operation.

A couple of notes on Beech Fork: The building there was a private residence. The railroad paid the family a monthly stipend to listen for dispatchers' calls. The order board would be dropped at the dispatcher's instruction to alert the crew to stop; they would then copy train orders. Also, the water tank is indeed intact, but the water spout was stolen several years ago. In the picture, the double set of rails was not a main line with bridge guard rails—it was the start of the Carbon Hill/Clinchmore branch. The switchstand and points were on one side of the bridge (by the water tank), the frog on the other. Both the branch and turnout are gone.

On page 75, the engineer pictured is Lester Terry, Tennessee's senior man. All the employees were gracious hosts, but Lester, now deceased, took great care of the fans who rode his units and was the line's ambassador of goodwill.

Alton Lanier, Arlington, Tenn.

Two minor corrections: Norfolk Southern referred to the line as the Tennessee Railway—it was never the "New River Sub"; the last train on the line (an Oneida to Smoky Junction turn) ran March 11, 2004, not in 2002.

Ron Stafford, Edinboro, Pa.

My father, Sam A. Blair, was General Manager and later Vice President-General Manager of the Tennessee Railroad from 1941 until his death in August 1968. By accident, and from John Humphrey in Knoxville, Tenn., I learned about your magazine and article, which I've read several times with great interest. I was only 4 years old when Dad became the manager (before that, he had been its auditor, for about 10 years), so from that time until Dad's death, when I was 30, my family "lived and breathed" the Tennessee. I rode it so many times. Dad had, I think, a '41 Pontiac that had rail wheels, and he was always going up the line in it.

Nancy Jane Blair, Atlanta, Ga.

Phil Elder

Gary Elder, 14, enjoys the mountain air from Tennessee RS1 No. 1 (far unit) as it and sister 3 switch at Morco on June 23, 1971.

Although all six of Tennessee's RS1's found new homes soon after Southern's purchase of the line, one of the veterans is safely preserved. Tennessee 6, built as New York, Susquehanna & Western 246 in 1947, went on to work in Florida's phosphate mining industry as International Mineral & Chemical 207, and after many years in the Bone Valley, it joined other equipment at a new museum at Fort Meade, Fla., alongside CSX's former Atlantic Coast Line iron.

Scott A. Hartley, Watertown, Conn.

On June 23, 1971, my 14-year-old son, Gary, and I rode the Tennessee's train, which had RS1's 1 and 3, from Oneida to Morco and return. I had written on April 28 seeking permission, which VP and GM Tom Gentry answered on May 3 by handwriting a reply on my letter which concluded, "Pick up pass from Mr. J. D. Jeffers in Gen. Office—this is a limited policy." I will never forget that experience or the crew's hospitality.

Phil Elder, Palm Springs, Fla.

Troy as a background to life

"Trains of Troy," by William D. Middleton [pages 22-35], struck more than a familiar chord with me—it was an eight-decade background to my life. I was born in Albany in 1932, and two years later we moved to West Haverstraw, 30 miles above New York City on the west bank of the Hudson. My maternal grandmother, when visiting from Albany, would walk with me to the depot to watch the West Shore trains go by, so I became a train-lover early. In my preteen years, I'd make a round trip to adjacent Haverstraw, end of the commuter zone from Weehawken, N.J., almost every day after school.

After graduating from Haverstraw High School in 1948, I attended Union College in Schenectady, using the trains from Beacon, across the river. Bill Middleton's RPI was our archrival. Our family then moved to Los Angeles, where I finished medical school, entered medical practice, and retired from a 40-year career shortly after the death of my wife of 36 years. Soon, in 1998, I returned to West Haverstraw for my 50th high-school reunion and met my high-school sweetheart, similarly widowed after 36 years of marriage. We now are happily engaged, and instead of watching Hudsons steaming along the West Shore Line, we see CSX diesels pulling freight to and from Selkirk Yard.

Joseph I. Shultz, New City, N.Y.

"Trains of Troy" was excellent. I'm a recent alumni of RPI and the Rensselaer

Model Railroad Society, which has its roots with the RPI Boomers, so it was amazing to see how so much has changed with the railroads in Troy but how little the spirit of the club has changed. To this day, we still go out and watch trains at many of the same places, such as Rotterdam Junction and on the River Line, that Mr. Middleton and his friends did so many years ago.

Jim Spavins, President
Rensselaer Model Railroad Society
Troy, N.Y.

A great article, but a minor map mistake: the line between Green Island and Schenectady along the Mohawk River is shown as D&H, but it was New York Central's Troy-Schenectady branch, now a bike trail. The D&H was on the other side of the Mohawk, a joint line with the B&M between Mechanicville Yard and Waite Road near Mohawk Yard.

Doug Barron, Albany, N.Y.

Domes in the flatlands

I must disagree with Dave Ingles about no Amtrak HEP dome cars ever being used on the Chicago-St. Louis corridor ["Second Section," page 92]. From 1986 or so until the Horizon cars arrived, the Kansas City-Chicago *Ann Rutledge* was equipped with a dome car.

Andy Brown, Indianapolis, Ind.

The Amtrak timetable of October 26, 1985, indicates that the Kansas City-St. Louis-New Orleans *River Cities*, trains 358-359, carried a "Reserved Coach (Dome)"; the train combined at Centralia, Ill., with the *City of New Orleans*, trains 58-59, which also carried one of Amtrak's 12 HEP dome coaches to and from Chicago. I rode the *River Cities* between St. Louis and K.C. when a dome coach was in the consist.

John A. Mills, Topeka, Kans.

Giving Moedinger his due

I thoroughly enjoyed "William Moedinger, a True Pioneer," in the "Great Photographers" series, by Kurt R. Bell [pages 64-73]. Moedinger helped shape where we are as railfans today from his startup of the NRHS in the 1930's to the saving of the Strasburg Rail Road in the late '50's. As a Pennsy fan, I have enjoyed much of Moedinger's work from the Au-

THE AMERICAN LOCOMOTIVE COMPANY
Get your copy before they're gone!
A Centennial Remembrance
$69.95
by Richard T. Steinbrenner
MORE THAN 500 PAGES!
OVER 1000 BLACK AND WHITE PHOTOS AND ILLUSTRATIONS!
ALCO
See your dealer or order online at:
www.ontrackpublishers.com
ON TRACK PUBLISHERS, LLC
16 Mt. Bethel Rd. #281, Warren, NJ 07059
732-469-3503

Atlanta Chapter, National Railway Historical Society
STEAM SOUTH IV
2006 LOCOMOTIVE CALENDAR
Dedicated to the memory of Hugh Mass Comer
Fifteen all action photos of steam locomotives taken by the late Mr. Comer between 1937 and 1955 are shown for each month and on the covers of the Calendar. Locomotives of the following railroads are shown: Central of Georgia, Georgia Railroad, Florida East Coast, Nashville Chattanooga & St. Louis, Southern Railway, and the Western Railway of Alabama. Each photo is captioned with Mr. Comer's comments and data about the locomotive, train, railroad, and location of the photo.
Price: $9.00 per calendar, which includes postage and tax
Mail Check or M.O. made out to "Atlanta Chapter, NRHS" to:
Steam Locomotive Calendar
Atlanta-NRHS
P.O. Box 1593
Duluth, GA 30096
Allow 4 weeks for delivery

visit our web site at www.srmduluth.org

Now offering cab and motor car rides! Call for details.
Historic Steam Railroad
Robert Royem Photography
Daily Round-Trip Excursions to Silverton
through October 29, 2005
Fall Photographer's Special
September 24 & 25, 2005
1-888-TRAIN-07
www.durangotrain.com
479 Main Avenue, Durango, Colorado
DURANGO & SILVERTON
NARROW GAUGE RAILROAD & MUSEUM
Established 1881

RODS DOWN and DROPPED FIRES
Illinois Central and the Steam Age
By Richard P. Bessette

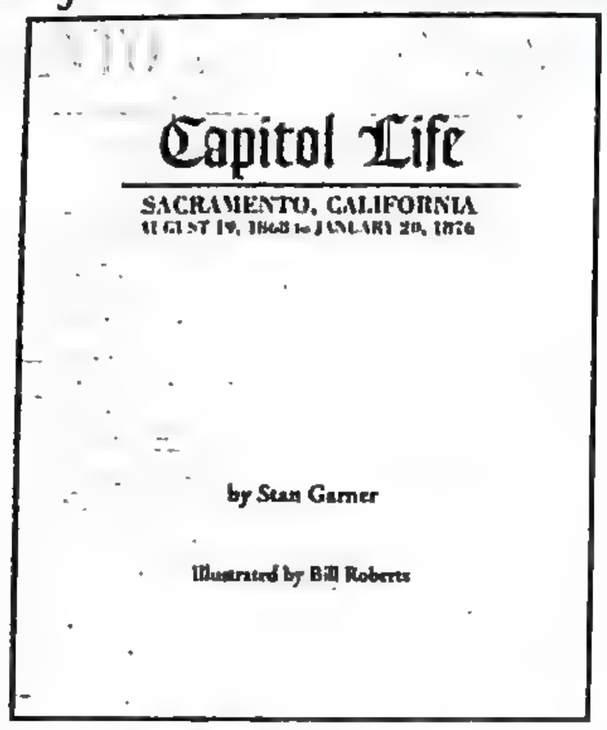
Over 1,000 B & W photographs - 10 maps
Over 600 pages - Hardcover - First Edition
ISBN: 0-9747970-0-6
Price $59.95 + $6 S&H in U.S.
Illinois Residents add $5.10 tax

RTN Press LLC
P.O. Box 2333 • Orland Park, Illinois 60462

by Edward M. DeRouin
History – Operations – Maps – Drawings
Early less-than-carload moves grew into line haul
Served customers from Chicago to Milwaukee
96 pages, $34.95, Shipping $3.95, IL res. add $2.45

Visit us at www.pixelspublishing.com
Pixels Publishing
P.O. Box 10, La Fox, IL 60147-0010

New from Monte Vista Publishing



a small lightweight book containing a collection of newspaper articles from around Sacramento, CA. Aug. 1868 to Jan. 1876, mostly rail related articles accompanied by humorous illustrations. Presented on newspaper style pages in book format, faithfully reproduced as originally printed

48 pages 8"w x 10"h format 14.95 MSRP
Now Available
from railroad book stores and hobby shops everywhere
dealer inquiries invited, please write
Monte Vista Publishing *Please include $5.00 S&H*
2830 North Ave. Ste C5B #410 Grand Junction, Co. 81501
Voice 909.374.1989 Fax 818.951.4908

C&O Historical Society New Book and More!
www.Chessieshop.com

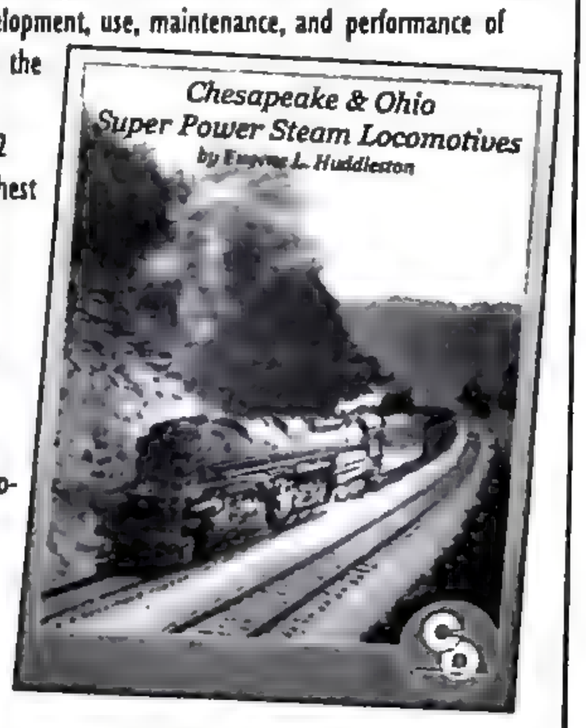
Chesapeake & Ohio Super Power Steam Locomotives
By Eugene L. Huddleston

This book fuels the world-wide interest in American locomotives of the late-steam era, when strong performance, high horsepower, and functional beauty were givens. Among roads wealthy enough to afford such engines, Chesapeake & Ohio was in the forefront with its "Super Power," and this new book systematically sets forth the development, use, maintenance, and performance of these "custom made" designs from the introduction in 1930 of the C&O T-1, then the world's most powerful two-cylinder locomotive, through the "Kanawhas" and "Greenbriers" of the 1940's, to the world's heaviest Hudsons, the L-2 class of 1942 and 1948, to the last fifteen of the Allegheny type, which had established the highest drawbar horsepower record of any steam locomotive in the world.

The fascinating story of C&O Super Power involves not only the road's own Mechanical Department in Richmond, Va., but its close association with Lima Locomotive Works, of Lima, Ohio, and its even closer kinship with the authoritative Advisory Mechanical Committee of Cleveland, Ohio.

In giving the reader a fresh and penetrating examination of C&O Super Power, this book brings together over 175 photos, plus reproductions of C&O's own locomotive diagrams and an ICC inspection report for Allegheny no. 1604, preserved today in Baltimore. The photos were carefully selected for quality, relevance to the text, and originality. These action and still photos hopefully will offer images seldom if ever seen before that the viewer will greet with surprise and delight.

This is first full C&OHS book since 1995 and our full return to publishing! Support us today by placing an advance order!



Retail Price: 32.95 (24.95 for members!)

Call 1-800-453-COHS
or write to the address below for FREE Color Catalog.

C&O Historical Society • Dept. CT • P. O. Box 79 • Clifton Forge, VA • 24422
For VISA, MasterCard, AMX or Discover orders 1-800-453-COHS (9am-5pm, Mon-Sat)
Virginia Residents Add 4.5% Sales Tax • Foreign Orders Postage Extra

Fast Mail

gust 1944 TRAINS describing the PRR's Northern Central to his 1969 and 1970 articles covering his Pullman work on Troop Trains during World War II. Thanks, Bill, for taking your camera to work with you.

Andy Sentipal, Fredericksburg, Va.

William Moedinger may have refused Lucius Beebe any photographs for use in his books [page 67], but I thought I recognized his photo of PRR's *St. Louisan* on page 70. Minus a line of telegraph poles and renamed the *Liberty Limited*, the scene matches the full-page color painting by Howard Fogg in Beebe and Charles Clegg's 1966 book *The Trains We Rode*, Volume II, page 542.

Gary B. Jones, Murrieta, Calif.

Lackawanna's last steam

Bert Pennypacker's article on Lackawanna's last steam power ["From Buffalo Limiteds to Hoboken Commuters," pages 46-49], was of special interest to me because I grew up in one of the "Lackawanna suburbs" of New Jersey and later worked for the DL&W for two summers while in college. I can fondly remember sitting in math class at Chatham Junior High School watching the steam-powered *Merchants Express* rolling through the adjacent station every morning promptly at 10:02. Unfortunately, by the time I was old enough to drive, Lackawanna steam was history.

One correction: The high point on the eastbound grade out of Scranton was (and is) known as Pocono Summit, not Lehigh Summit.

Bruce Biddulph, Medford, Ore.

Small seats to Bangor

I enjoyed "Mrs. White's Final Journey," by Steven Duff [pages 88-89 in "The Way it Was"]. A couple of years after Duff's ride, I followed his path, riding the *Penobscot* from Boston to Bangor, arriving just after daybreak. I think Duff was mistaken about the handover of the cars to the Bangor & Aroostook at Northern Maine Junction, because in 1956, all the BAR trains still originated at Bangor Union Station. But he was right about the accommodation! The night I rode from Boston, there were just three people in the World War I-era coach: a couple who transferred in Ban-

gor to the BAR *Potatoland Special*, and me. Someone 3 feet tall might have been able to lie down on one of those walkover seats, but for the rest of humanity, comfort was impossible.

I lived for three years along the Maine Central Calais Branch and enjoyed watching the local, and I was there for its last run, on November 23, 1957.

Rev. Walter F. Smith, Lisbon, N.Y.

Good-bye, "silver lady"

I was deeply moved by Robert S. McGonigal's "March Sadness" ["Glory Days," pages 20-21], on the *California Zephyr*, which, as I was growing up, I got to see just about every day. When the discontinuance proceedings were going on, I hoped they would leave her alone, but no such luck, they just prolonged my agony. Thanks for this chance to "say good-bye" to the "Silver Lady."

Greg Rassery, Sacramento, Calif.

Keeping company at Joliet

I don't know George Hamlin ["One Day at . . . Joliet, Ill.," pages 58-63], but in reviewing my slides of that day (I'm a Joliet native), he was standing next to me for every shot but one. I think I caught him in one of my photos, and in the bottom photo on page 63, that's me facing south in the middle of the group. I rode the northbound *Abe Lincoln*—the train on which George returned to Glenview—to Milwaukee that day. My return train had two domes, one being a CB&Q parlor-dome-observation car.

Joe Petric, Morris, Ill.

New look for Wilmington

As a director of the Wilmington Railroad Museum, I thank you for the photo on pages 40-41 ["Coast Line's Wilmington Headquarters" in "Bird's-Eye View"] showing what was here before Atlantic Coast Line moved to Jacksonville. The northern end of downtown Wilmington is being redeveloped to contain the headquarters of PPD, a pharmaceutical products development firm; a convention center; a multimodal center; and a major hotel. The Coast Line Inn will expand into Warehouse A (our museum is in its freight house). The police department will vacate general office building D to a site north of PPD. Wilmington had five lines radiating from it, all ACL except the Seaboard to Hamlet, N.C., which today is the only one remaining.

Wilbert James Carter Jr.
Wrightsville Beach, N.C.

Another New Haven "recruiter"

"Executive Recruiter," by Chris Burger [pages 56-57], was wonderful. While I never knew Mr. Sweet, I did "know" the pictured 651 (NH class DEY-7, an SW1200). It was the first NH engine I got a cab ride in; the year was 1966 (I

GHOSTS AND CREEPERS

TWO VERY DIFFERENT, AND VERY WORTHWHILE, TRAIN RIDES AWAIT IN NEVADA AND UTAH. VISIT FIRST **"NEVADA NORTHERN"**, HOME OF THE "GHOST TRAIN" WITH TWO STEAMERS AND VINTAGE ALCO DIESEL. WINTER SETS OFF THE AUTHENTIC SHOPS AND TRAINS TO GOOD ADVANTAGE. THEN, OVER IN UTAH, WATCH AND LISTEN AS EX U.P. #618, IN GLISTENING FRESH PAINT, JUSTIFIES THE "HEBER CREEPER" SLOGAN WITH AN UPGRADE FREIGHT IN PROVO CANYON. SNOW AND STEAM! MEET KEY PLAYERS ON BOTH RAILWAYS, AND LEARN ABOUT TWO RELATIVELY UNKNOWN GEMS AWAITING YOUR DISCOVERY. 90 MIN. **$27 POSTPAID (Specify DVD or VHS).**

SEND CHECK OR M.O. TO: **REVELATION VIDEO**

P.O. BOX 129, TALLMADGE, OHIO 44278

RAILROAD VIDEO QUARTERLY - ISSUE #51

CELEBRATE 50 YEARS OF "THE CANADIAN" WITH A VINTAGE 1955 FILM INTRODUCING THE DOMELINER. SEE **BRAS D'OR** AND OTHER VIA TRAINS. ALSO THIS ISSUE: MEMPHIS AND LITTLE ROCK TROLLEYS, WHEN ELECTRICS RULED CLEVELAND UNION TERMINAL, RAILROADERS AND FATIGUE, CALIFORNIA CROSSINGS, WEST VIRGINIA CLASSICS AND SEVERAL OTHER ITEMS - **TWO HOURS TOTAL - JUST $27 FOR DVD OR VHS - POSTPAID! BETTER YET, RECEIVE THIS ISSUE *FREE*** WITH YOUR $79 ONE YEAR SUBSCRIPTION! YOU WILL GET ***FIVE ISSUES*** TOTAL - Issues #51 Through #55. **COLLECTORS: ALL BACK ISSUES ARE NOW ON DVD! PLEASE SEND $5 FOR COMPREHENSIVE INDEX FOR ALL ISSUES.**

SEND CHECK OR M.O. TO: **R.V.Q.**

BOX 129, TALLMADGE, OHIO 44278

OHIO RESIDENTS ADD SALES TAX. **VISA or MC orders may call 330 630 9817** WWW.REVELATIONVIDEO.COM

Still Steaming

au•then•tic, *a.* genuine
Best preserved standard gauge railroad facility left in the USA

56 Acre National Historic District
including 50 buildings and structures,
3 steam locomotives, 6 diesel locomotives
and 65 pieces of rolling stock with
30 miles of track

Excursion Schedule
April to December see website for schedule
Daily Trains: May 15 to September 30

Mainline locomotive rentals available
steam or diesel; your hand on the throttle

SAFETY FIRST
NORTHERN NEVADA RAILWAY MUSEUM
THE ELY ROUTE

Museum Open Year Round!

Upcoming Special Events

☛ Sunset at Steptoe
Wine Train • 5/28, 6/11,
7/3, 8/13 and 9/4

☛ Steptoe Valley Flyer
Heritage Train
6/18, 7/17, 8/20 and 9/17

Hold Your Next Event in a Cell Free Zone!
Private Train Charters Available for Weddings, Reunions or Meetings.

NEVADA NORTHERN RAILWAY
1100 Avenue A • PO Box 150040 • Ely, NV 89315 • (775) 289-2085 • (866) 407-8326 • www.nnry.com

Fast Mail

was 16), and 651 was assigned to the Dock Yard in South Norwalk, Conn. The engineer was John Murtha. He and 651 were my "Executive Recruiters"; I grew up in the electrified zone of the NH, and after getting this cab ride, I knew I wanted to work for my favorite railroad. I was fortunate to do that, hiring out in February 1968. I still work for the railroad today and am grateful for my "New Haven" roots. Articles such as this bring out the human quality of the railroad and clearly indicate how some people truly love their jobs!

Richard Abramson, Trumbull, Conn.

Singing those Wabash blues

You imply, in the "Photo Section" caption on page 54, that Wabash 4-6-2 No. 669 was painted blue. Wabash had four blue J-1 Pacifics, but 669 wasn't one. Rather, they were 665, 667, 673, and 675, and all had gold striping, not white as on 669. Further, they were easily identifiable because on the front numberboard below the headlight, a 1-inch gold band outlined the number. Two, 665, and 675, had Elesco bundle feedwater heaters ahead of the smokestack. The four were originally painted blue for service on the *Banner Blue*.

Neal Fink, Troy, Mo.

Wrong Santa Fe diesels

There are two inaccurate identifications of Santa Fe diesels in the Summer issue. In "Secret Borax Train," by Don Richardson [pages 36-39], if his units were indeed 5590-5560-5670-5612-5685, they were not "all SD45-2's except the 5560." The 5590 and the 5612 are also late-model straight SD45's; the SD45-2's began at 5625.

On page 63 in "One Day at . . . Joliet, Ill.," by George W. Hamlin, the caption states, "Three GP35's, with GE U30CG 8003 in tow . . ." Santa Fe's GP35's were in the 3300 and 3400 classes; the 3500 class was the GP38 order that Santa Fe received in 1970—note the paper air filter boxes between the inertial air filters and the dynamic brake blister.

Adam Twiss, Fontana, Calif.

Got a comment or correction? Write us at Fast Mail, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187-1612, or e-mail us at fastmail@classictrainsmag.com.

NEW for 2006

Relive the battle to rule the rails!

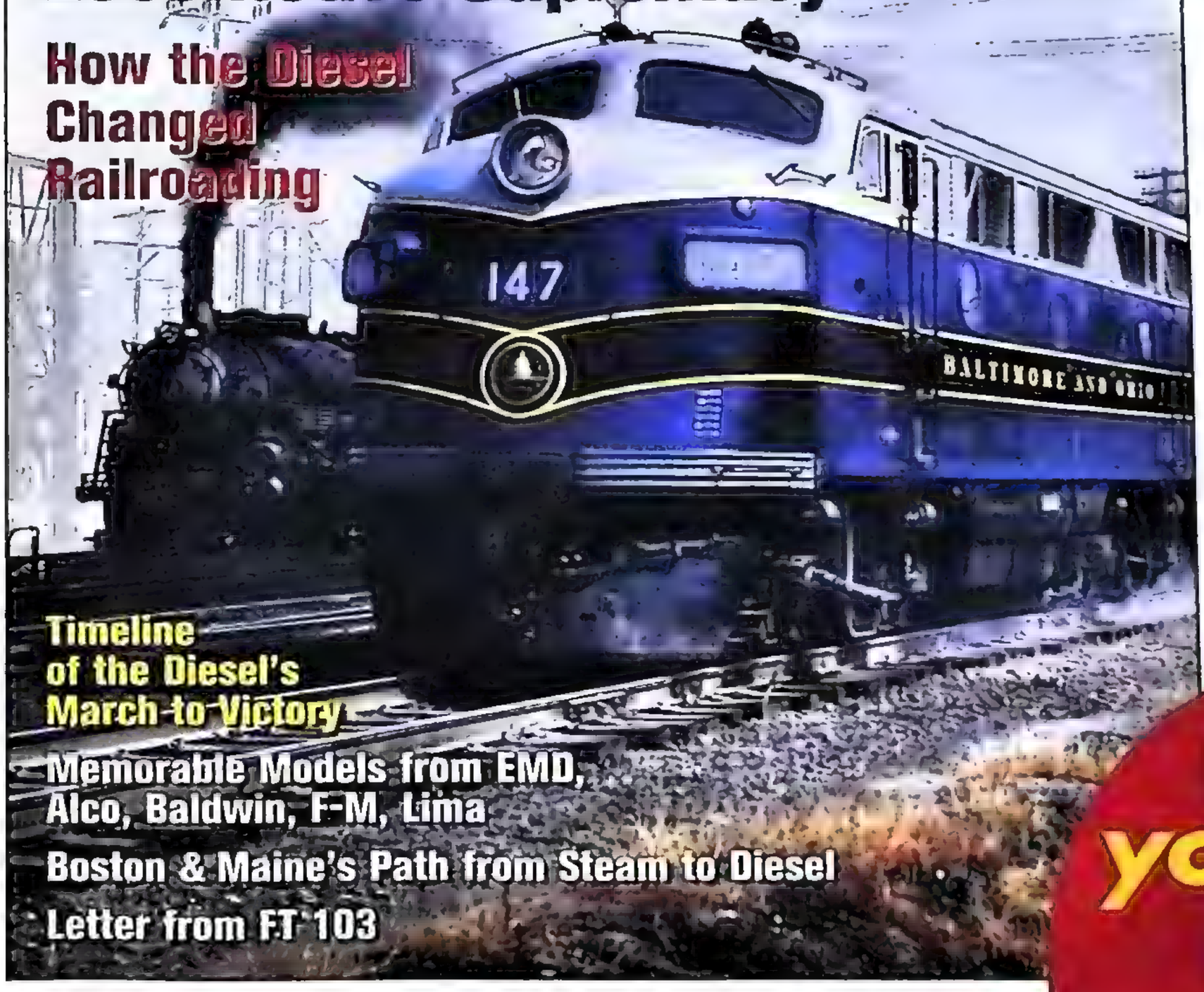
Classic Trains SPECIAL COLLECTOR'S EDITION

DIESEL VICTORY

FROM THE PUBLISHERS OF TRAINS MAGAZINE • DISPLAY UNTIL JANUARY 31, 2006

The Great Battle for Locomotive Supremacy

How the Diesel Changed Railroading



Timeline of the Diesel's March to Victory

Memorable Models from EMD, Alco, Baldwin, F-M, Lima

Boston & Maine's Path from Steam to Diesel

Letter from FT 103

Diesel Victory, the new Special Edition from the editors of *Classic Trains*, covers the period from the 1920s to 1960, when diesel locomotives battled steam for supremacy on America's railroads.

- **New format with larger, more spectacular photos**
- A timeline of major events in the battle with steam
- Profiles of the diesel builders
- Personal accounts from the men who witnessed the battle firsthand
- And much more!

Order your copy today!

Just $7.95

$9.00 Canadian/Foreign

Diesel Victory will arrive in late November 2005

How to order:

- Order online at **www.classictrainsmag.com**
- Call **800-533-6644, x661**
- Or pick up a copy at your favorite hobby shop or newsstand

Get the latest, best *Classic Trains* Special Edition ever!

04X1461

Fallen Flags Remembered

Clinchfield: Antithesis of railroad evolution

Built to high standards, it tackled tough terrain and never went through a financial failure

C. K. Marsh Jr.

Southbound manifest train 26, behind A-B-B F's, pauses by the Borden Textile Mill in Kingsport, Tenn., in March 1967 to add a three-unit rear-end pusher for the 42-mile climb to Erwin.

The Clinchfield was different. It was conceived by men who had the vision and resources to do things right. It was built to the highest engineering standards of the early 20th century. It never went through a financial failure or reorganization. Indeed, the Carolina, Clinchfield & Ohio Railway was the antithesis of traditional railroad evolution.

In 1902, a wealthy regional businessman, George L. Carter, began stitching together an integrated industrial enterprise to develop vast coal deposits in the Clinch (River) Fields of Southwest Virginia and to deliver the coal across the southern Appalachian mountains to markets in the Carolinas and to ships calling at Wilmington, Charleston, Savannah, and Jacksonville. Carter, from whom Howard Hughes could have learned secrecy, operated using the South & Western Railway banner. The name said everything . . . and nothing. The S&W was chartered from any point on the Atlantic Ocean to any point on the Great Lakes. Carter agents seized by legal means and/or physical occupation key terrain features through the mountains in physical competition with the Chesapeake & Ohio and the Southern Railway. Carter sponsored and approved a low-grade, high-capacity freight line "through the mountains, not around them," as latter-day advertising touted.

Within that generous charter was the idea of building a railroad to haul coal south and merchandise in both directions between the Midwest and the Southeast. The plans also incorporated development of several on-line cities to consume coal and make products from regional resources to diversify and grow the freight business. Finally, a steamship line was organized to move coal beyond the ports to customers in the Caribbean.

By 1905, Carter realized he needed far more capital than he could personally provide. Reluctant though he was, he managed to convince Blair & Co., a big Wall Street investment house, to finance the project. M. J. Caples, an engineer with mining and railroad experience, laid out and then built a magnificent railroad. Tunnels, steel viaducts, generous fills, and rocky cuts appeared as needed. More than 4 percent (almost 10 miles) of the line was underground in 55 tunnels. With construction of the 277-mile railroad well advanced, its name was changed to Carolina, Clinchfield & Ohio Railway in 1908.

Coal began flowing across the 242 miles from Dante, Va., to Spartanburg, S.C., in 1909 while the owners and engineers debated how to cross the Cumberland mountains into the Ohio River valley. Between 1912 and '15, a 35-mile extension including what was then the 10th-longest tunnel in the U.S. created a through route connecting Chesapeake & Ohio at Elkhorn City, Ky., with the three major southeastern carriers (Seaboard at Bostic, N.C.; Atlantic Coast Line and Southern at Spartanburg). In constant-value dollars, the five-state CC&O was the most expensive railroad ever built in the U.S.

The CC&O was an early and devoted user of the Mallet steam locomotive, acquiring its first one in 1909. It evolved into nine classes of articulateds including 18 high-speed simple 4-6-6-4's patterned after similar Delaware & Hudson and Union Pacific designs. More than half of Clinchfield's steam locomotives

Joe Brunner; C. K. Marsh Jr. collection

L-3 class 2-8-8-2 735, the first of 10 Alco (Brooks) 1923 USRA "sports model" Mallets (the last of three CC&O L-classes), works a southbound coal train at Mead, N.C., on June 14, 1945.

By C. K. Marsh Jr.

Charleston
Huntington
Bluefield
Roanoke
Staunton
Frankfort
Lexington
Ashland
Winchester
Jackson
Hazard
Kingsport
Bristol
Knoxville
JOHNSON CITY
Newport
Asheville
MARION
Charlotte
Athens
Murphy
SPARTANBURG
Greenville
Anderson
Greenwood
Columbia
Augusta
Atlanta
Montgomery
Tallahassee
Jacksonville
Savannah
Macon
Columbus
Birmingham
Chattanooga
Nashville
Louisville
Cincinnati
Lexington
Richmond
Norfolk
Petersburg
Lynchburg
Roanoke
Bluefield
Williamson
Welch
Pikeville
Hazard
Jenkins
Harlan
Middlesboro
Corbin
Somerset
Danville
Frankfort
Versailles
Georgetown
Maysville
Ashland
Huntington
Parkersburg
Clarksburg
Fairmont
Morgantown
Uniontown
Connellsville
Cumberland
Hagerstown
Martinsburg
Winchester
Front Royal
Culpeper
Charlottesville
Lynchburg
Danville
Martinsville
Roanoke
Radford
Pulaski
Wytheville
Bristol
Kingsport
Elizabethton
Johnson City
Morristown
Knoxville
Maryville
Sevierville
Newport
Asheville
Hendersonville
Brevard
Spartanburg
Greenville
Anderson
Greenwood
Columbia
Aiken
Augusta
Athens
Atlanta
Macon
Columbus
Montgomery
Tuscaloosa
Birmingham
Gadsden
Anniston
Talladega
Chattanooga
Cleveland
Dalton
Rome
Murphy
Andrews
Marion
Old Fort
Black Mountain
Asheville
Hendersonville
Brevard
Spartanburg
Greenville
Anderson
Greenwood
Columbia
Aiken
Augusta
Savannah
Jacksonville
Tallahassee
Thomasville
Valdosta
Waycross
Brunswick
Jesup
Macon
Columbus
Montgomery
Selma

Two photos, C. K. Marsh Jr.

A mixed bag of Clinchfield units, in both the older gray-and-yellow scheme and the later black, pushes Extra 915 South toward Sandy Ridge Tunnel at Trammel, Va., on July 16, 1977.

fic did not dip with peace but accelerated in all commodities. Four new Challengers (Alco's last articulateds) and six similar UP-designed engines were hastily acquired to handle the growth.

CRR, of course, had a close relationship with coal-mining interests. Nevertheless, in December 1948, partially spurred by repeated coal-miner strikes, it ordered three 4500 h.p., A-B-A sets of EMD F units for the four daily manifest trains. Their arrival cascaded the newer 4-6-6-4's down into service on coal trains and second manifest sections, allowing retirement of the 1919 Mallets.

By 1950, those hardy souls who built and stayed to run the CC&O were senior citizens. New blood was steadily arriving, both family members and outsiders. ACL sent a promising young manager, William H. "Bill" Kendall, from Wilmington HQ to take over from the home guard. He came with a blank check to wring every dollar of deferred maintenance out of the road and make it state-of-the-art. In a brief four years, he did exactly that, dieselizing the property, completing a barely started CTC project over the entire main line, exiting the nominal passenger business, relaying track with 132-lb. rail, mechanizing trackwork, rebuilding yards, extending passing tracks, modernizing the locomotive and car shops, energizing the sales department, replacing World War I cars, and so on. He worked quickly and effectively. In late 1954 he was promoted to a senior position on L&N and quickly became its president.

An SD40, F's, a GP7, a GP38, and another GP7 and F's (from left) congregate at Erwin in March 1972. Legend has it that CRR told EMD to "just follow our F-unit paint styling" on hood units.

Kendall was followed on the Clinchfield by a series of high-potential managers at the Erwin offices. The next three achieved senior vice president positions within ACL successor Family Lines. Then in 1968 came T. D. Moore, a different kind of manager. Tom Moore was a graduate of the D. W. Brosnan management style of "damn the torpedoes, full speed ahead," as practiced by Southern Railway, tempered by a public-relations flair. Moore is remembered on and beyond the Clinchfield for three significant events. Early in his tenure he discovered not only the spectacular scenery along his railroad but an 86-year-old steam locomotive stored at the shops. He quickly organized an excursion program and for 10 years raised the company's public profile nationwide by running "the One Spot" at the helm of the "Clinchfield Special" on dozens of excursions each year. The 14 old heavyweight cars assembled for the train still exist, scattered across the Southeast.

Of greater economic impact was the High Line, a 9-mile, low-grade bypass around Johnson City, Tenn. Implementing an idea that had been around since 1907, he determinedly pushed through its construction in 1969-70, shortening the main line by 3 miles and eliminating pusher locomotives on all southbound coal trains from Kingsport to Erwin. Concurrently, he sponsored construction of a 7-mile coalfields branch incorporated as the Haysi Railroad to reach fresh coal deposits in Virginia.

With annual revenue of $40 million, the Clinchfield was routinely transferring $1 million a month to its parents as coal business boomed in the 1970's and the modern facilities, plus a fleet of second-generation GP38 and SD40, 40-2, and 45 diesels, enhanced the record-low operating ratio. Clinchfield was one of the few "revenue adequate" railroads in the country, according to the ICC.

But all was not well with Clinchfield management. In a stunning development, Executive Vice President Moore and two immediate subordinates were summarily fired and subsequently con-

victed of embezzlement and income-tax evasion. It was the beginning of the end.

With a Superintendent instead of an Executive V.P., the Clinchfield was integrated quickly into the package of SCL, L&N, and Georgia/West Point Route and operated as a division, a direct violation of the lease provisions. Clinchfield's independence vanished with the departure of Tom Moore, and its company name disappeared into the Family Lines System on January 1, 1983.

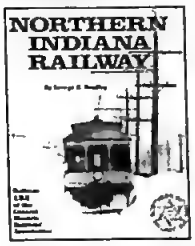
Now, though, more than 20 years later, the Clinchfield lives on. Still a key link between eastern Kentucky coalfields and Southeast electric utilities, it handles dozens of unit coal trains daily from origins on the old L&N and C&O. Ninety-car, 13,000-ton trains are standard, well within the designs of the original bridges, tunnels, and roadbed. More than half the 178 diesels acquired by the Clinchfield, including its original F unit, No. 800, still operate. Two 4-6-0 steam locomotives reside at significant sites. The One Spot is a key exhibit at the B&O Railroad Museum in Baltimore, while CRR No. 99 masquerades in Jackson, Tenn., as Illinois Central 382, the locomotive engineer Casey Jones rode to his death in 1900.

For 80 years, the proud S&W-CC&O-Clinchfield did a yeoman's job of moving commerce to and from the South. As I grew up along its tracks, it became an integral part of my life and interests. As the old Confederate war veteran said, "Forget, hell!" ■

Clinchfield fact file

(Comparative figures are for 1929 and 1982)
Route-miles: 309; 296
Locomotives: 86; 98
Passenger cars: 38; 0
Freight cars: 7562; 5291
Headquarters city: Erwin, Tenn.
Special interest group: Atlantic Coast Line and Seaboard Air Line Railroads Historical Society, Inc., P.O. Box 4141, Bay Pines, FL 33744; www.aclsal.org.
Recommended reading: *Clinchfield Country*, by Steve King (Old Line Graphics, 1988); *Clinchfield Railroad in Color*, by C. K. Marsh Jr. (Morning Sun Books, 2004).
Source: *The Historical Guide to North American Railroads* (Kalmbach, 1999).

REDUCED PRICES ON THESE SELECTED TITLES CERA



Northern Indiana Railway
By George K. Bradley
Until the 1930's, the Northern Indiana Railway operated an extensive interurban railway system radiating from South Bend. Noted traction historian George K. Bradley recounts this remarkable traction enterprise that linked communities from Benton Harbor, Michigan to Michigan City, Indiana. Extensive coverage is given to local city car line operations and the political and economic forces that dictated the ultimate substitution of rubber-tired transport.
244 pages. *Order* B-132 ... ~~$35~~ **$30**

Houston North Shore
By Charles C. Robinson and Paul DeVerter II
Electricity, steam and diesel power. Texas' Houston North Shore Railway used them all to serve the oil refineries and communities lying east of Houston. The story of the nation's last totally new interurban railway and its diversified fleet is related in the pages of *Houston North Shore*. Also included are the unusual Twin Coach railbuses which handled passenger operations in later years.
144 pages. *Order* B-133 - ~~$40~~ **$25**

The Green Line
by Terry W. Lehmann and Earl W. Clark, Jr.
Locally referred to as the Green Line, the Cincinnati, Newport & Covington Railway's fleet of single and double truck cars provided fast and convenient transportation between Cincinnati and the smaller communities located across the Ohio River in northern Kentucky. The transition to all rubber-tired service and the change to public ownership are also examined.
240 pages. *Order* B-134 ... ~~$35~~ **$30**

Central Electric Railfans' Association P.O. Box 503, Chicago, IL 60690
ILLINOIS RESIDENTS: add 9% state sales tax.
Dealer inquiries invited. For a free book catalog, write us or visit our web site at CERA-Chicago.org

New Trainmasters in S Gauge!

New FM Trainmasters ! Wabash, C.P., Central of New Jersey and New Haven. Monster power for all AF or scale layouts. AC Flyer units $269.95 Special priced dual units $499.95 (dc units $20 & $30 less).

See hundreds of S gauge engines, rolling stock, trackage on our web site at: **www.americanmodels.com**

Serving S gauge for 23 years !

American Models, Phone 248-437-6800

VISA MasterCard DISCOVER

Fastest thing on earth

Long before young men come to terms with such advanced life challenges as algebra and girls, a host of comparatively minor dilemmas arrive to test their mettle. Why does the teacher's capitalized "Q" on the chalkboard look like the number "2?" Why is the third hand on a clock called the second hand? Why does the smelly, cider-colored school glue adhere to your fingers but not the inside of the jar?

One of the quandaries of my 1950's Indiana boyhood was a passing message I regularly encountered on the way to grade school—the handsomely scripted "Nickel Plate High Speed Service" slogan that stretched the length of venerable wooden cabooses which seldom traveled faster than 30 or 40 miles per hour on the road's secondary Indianapolis Division. Why, I wondered, would the Nickel Plate—a noble enterprise, in my youthful judgment—promote an untruth on its rolling stock?

The answer was to be found not on the north-south, timetable-and-train-order Indianapolis Division but rather on the Nickel Plate's CTC- and ABS-equipped east-west main lines. There, along prideful, rock-ballasted high iron, a leisurely family outing could be dramatically interrupted by a grade-crossing encounter with what was surely, at the time, The Fastest Thing on Earth. Strident whistling and urgent exhaust would demand—and receive—our undivided attention as a Berkshire slammed past, forwarding a half-mile of rocking, rolling freight toward some distant destination. Just as we couldn't properly analyze the reporting marks of the hurtling freight cars, the "High Speed Service" message appeared equally undecipherable as the caboose shot by in a dizzying blur. Rear-end trainmen, holding on for dear life, appeared unable to loosen their grips on trembling windowsills to wave. Abruptly, the hard-charging, flanged-wheel instructor would be gone, leaving only dispersing wisps of coal smoke and a stern red-over-red signal aspect as testimony to its passage.

For a fortunate few of my generation, mental images of such moments still

Jim Shaughnessy

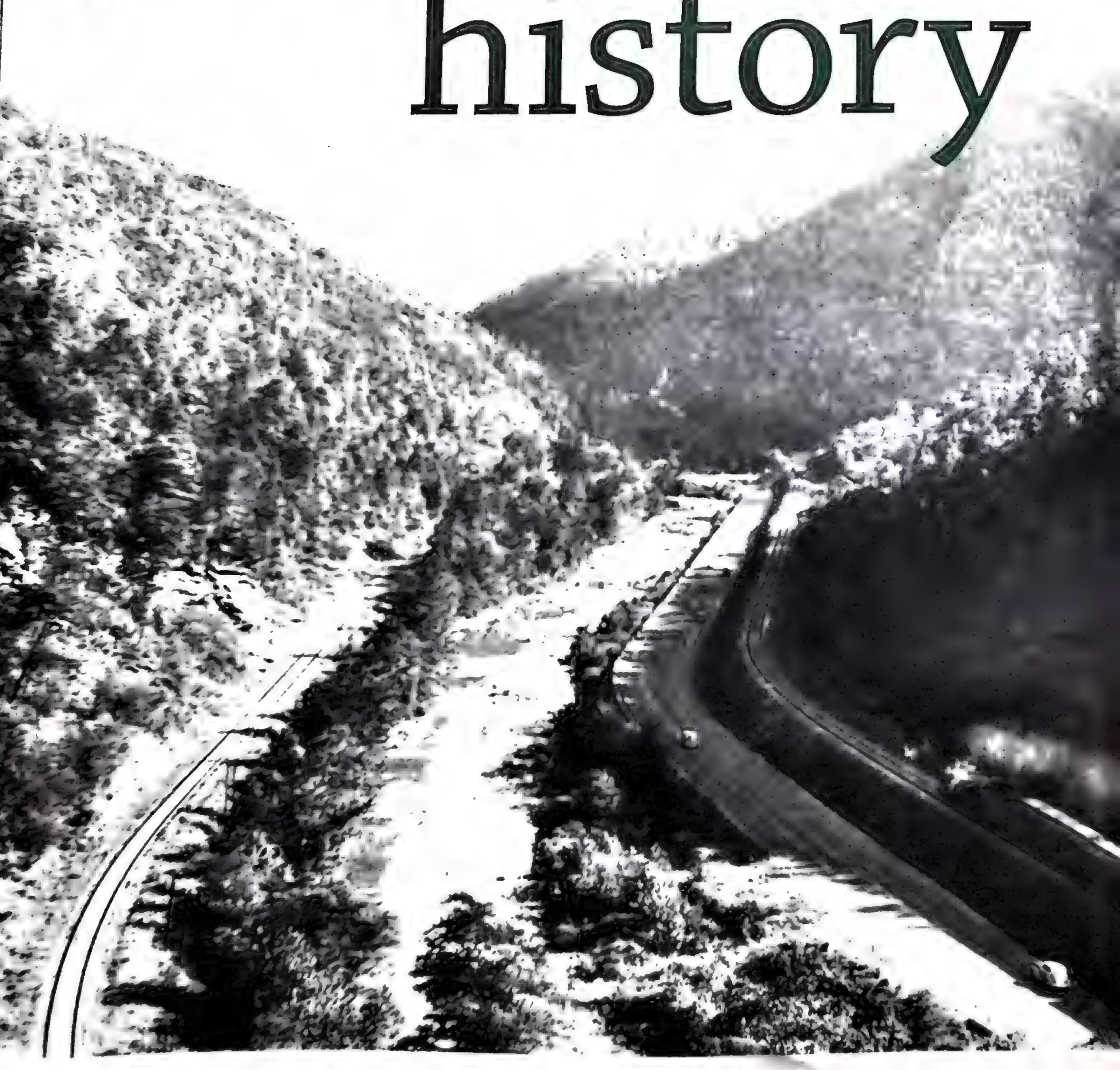
linger, shepherding childhood memories like fuzzy, serrated-edge photographs in a family album. In the brief moments of their passage, those fast-flying NKP freights delivered impressive introductory lectures in railroad engineering, rolling stock, competition, scheduling, organizational identity, pride in a job, and the innumerable other lessons that come from serious study of the art and science of railroading. Like all good teachers, they also left dozens of eager young students thirsting to learn more. "The great art of learning," the English philosopher John Locke once declared, "is to understand but little at a time." How right he was.

—William Benning Stewart

Don Wood

The Lonesome Pine Special's

journey into history



Painting by Ron Flanary; collection of C. K. Marsh Jr.

Anatomy of a discontinuance: The last days of a colorful Southern Railway mountain train were difficult, and precedent-setting

K. Fannon collection

By Ed Wolfe

"In the Blue Ridge Mountains of Virginia, on the trail of the Lonesome Pine . . ."

This chorus to the Glynne MacDonald song "Trail of the Lonesome Pine" from the 1937 movie *Way Out West*, plus of course our national anthem, is how radio station WLSD in Big Stone Gap, Va., signed off at sundown each day.

As a child growing up in nearby Appalachia, Va., I vividly remember the tinny sound of these words coming through my newly acquired, pocket-size transistor radio. At this point in my life, the words or their origin had no special significance to me—everything around home was "Lonesome Pine This" or "Lonesome Pine That."

It wasn't until a few years later that I heard of John Fox Jr. and his enormously popular 1907 novel *The Trail of the Lonesome Pine*. This love story of a mining engineer and a mountain girl was set against the backdrop of the railroad, coal-mining, and logging development in southwestern Virginia and southeastern Kentucky in the late 19th century. A movie adaptation of the novel, also named *The Trail of the Lonesome Pine*, was made in 1936.

It would be many more years before I learned of the Southern Railway's "Lonesome Pine Special" passenger train between Bristol and St. Charles, Va., via Appalachia. For many years, the Special, which never had an official name, was one of two passenger trains offering service between Bristol and the coal-rich areas of Wise and Lee counties in extreme southwestern Virginia. The other train was a daily, also nameless Appalachia-Bristol run that local people called the "Short Dog."

Before it was the Southern

The 92-mile route of the Lonesome Pine Special came together in segments in the late 19th and early 20th centuries. The South Atlantic & Ohio Railroad built the first 66 miles, Bristol to Big Stone Gap, and the first official SA&O passenger run arrived at Big Stone Gap on February 24, 1890. Near Glenita, Va., the line passed through an enormous opening carved by Stock Creek through massive limestone cliffs. This magnificent

Bound for glory Late in life, the Lonesome Pine Special is eastbound between Appalachia and Big Stone Gap; sharing the Powell River valley with the Southern are an L&N line and U.S. Highway 23. A painting (top) shows the train at Natural Tunnel.

feature inspired the SA&O to proclaim the line the "Natural Tunnel Route."

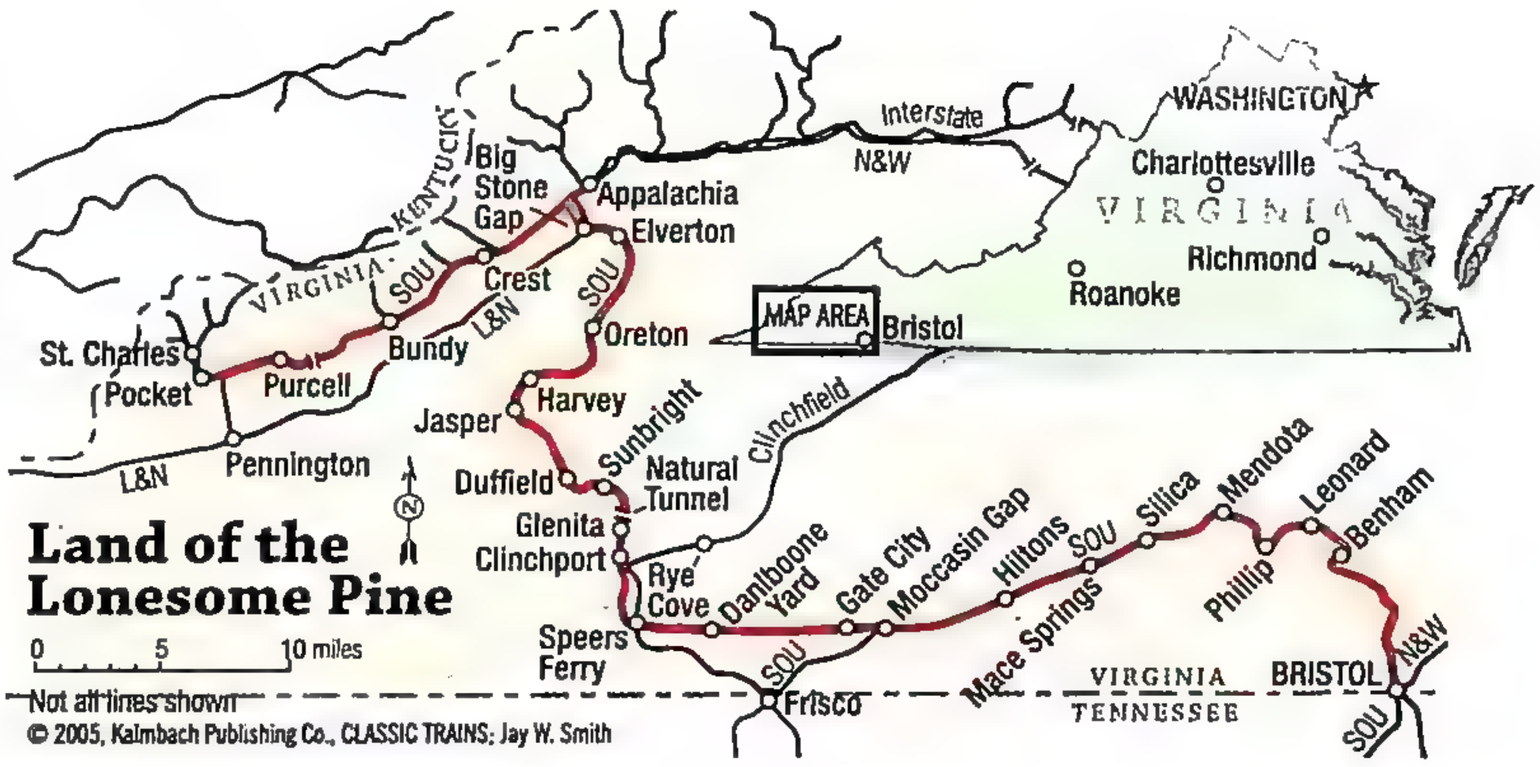
By late 1891, passenger service had been extended 3 miles to the present-day Appalachia area and a connection with the Louisville & Nashville. The SA&O became part of the Virginia & Southwestern Railway on February 18, 1899. For the first few years of V&SW control, passenger service between Bristol and the southwestern Virginia coalfields was provided by one round trip a day, train Nos. 1 and 2, plus a mixed train, 33 and 34. By late 1901, trains 1 and 2 carried a Bristol-Cincinnati "Pullman Buffet Sleeping Car" in concert with the L&N. In late 1905, a second passenger train, 3 and 4, was added between Appalachia and Bristol.

Meanwhile, in 1903, the Pigeon Creek Railroad opened a line from Appalachia west toward Crest to reach the Imboden Company's coal and coke operations. The V&SW purchased this railroad on January 1, 1906.

In 1905, another V&SW property, the Black Mountain Railway, built 3.4 miles of track from St. Charles to Pocket, Va., and also began work on a 17.8-mile line from Pocket to a connection with the V&SW's former Pigeon Creek trackage west of Appalachia. With the opening of this segment on December 4, 1907, the route of the future Lonesome Pine Special was complete. Passenger service to St. Charles, trains 3 and 4, commenced shortly thereafter.

Southern Railway gained control of the V&SW in 1910, but the smaller railroad operated independently until 1916. Through mid-1917, trains 1-2 and 3-4 continued their routine. During the 1917-19 period, however, passenger operations experienced a number of changes, including discontinuance of the Pullman service. By March 1919, schedules had returned to Bristol-St. Charles (now Nos. 1 and 4) and Appalachia-Bristol (2 and 3).

The Bristol-St. Charles run was apparently dubbed the "Lonesome Pine Special" in the mid-1920's, but the name was not officially adopted by the Southern and never appeared in any public timetable. Nevertheless, in 1926 the regular locomotive on the run, Baldwin-built P-1 Pacific No. 1298, had the sides of its tender lettered proudly LONESOME PINE SPECIAL. Also at this time, presumably, regular engineer F. M. Rader's name was painted on the side of the Pacific's cab above the number. The shorter Appalachia-Bristol run is believed to have gained the moniker "Short Dog" about this same time.



Rural lifelines

For the residents of the rural areas they served, the Lonesome Pine Special and the Short Dog were lifelines to the outside world. People depended on the trains for transportation, mail, freight, recreation, even help in emergencies. One such emergency occurred in May 1929 at Rye Cove, Va., on the Clinchfield, when a tornado struck the schoolhouse, injuring and killing several students and teachers. The Special was held at Clinchport until the injured could be transported there, then became a hospital train to carry the victims to Bristol for medical treatment.

On the brighter side, the Special was often utilized for picnic excursions to Natural Tunnel. Two such trips were on June 2 and 9, 1921. Patrons departed from Gate City, Va., for Natural Tunnel at 9:10 a.m. on No. 1 and left the tunnel at 3:26 p.m. on No. 4. Adult fare was 74 cents; children rode for 40 cents.

The Special gained another bit of fame when A. P. Carter of the original Carter Family penned a song entitled "Lonesome Pine Special" in the late 1920's. For those not familiar with country/bluegrass music, the 250-plus recordings of the original Carter Family, composed of A. P. Carter, his wife Sara, and A.P.'s sister-in-law Maybelle Carter, are among the most important and influential in the history of American music and form the heart of country music. The Carter homeplace was at Mace Springs on the Special's route. The group most likely took the train into Bristol in 1927 for their first Victor recording sessions. The song itself, whose theme fit the deepening Depression, was included on their *Worried Man Blues* album, recorded in Memphis in 1930. A. P. Carter wrote:

I'm going to catch the Special,
That train called Lonesome Pine.
You can hear the whistle blowing,
And she's coming down the line.
That's the train I catch this morning,
To ease my troubled mind.

A changing world

As the Depression began to take its toll in the early '30's, losses on the Southern's passenger services increased. The Bristol-St. Charles line could no longer support two pairs of trains, so in 1932, Appalachia-Bristol trains 2 and 3 —the Short Dog—were discontinued.

The beginning of the end for the Lonesome Pine Special wasn't far behind. On March 23, 1933, General Superintendent of Transportation W. M. Cowhig requested reports from Appalachia Division headquarters at Bristol showing operating expenses for the run. The initial report for March 24-31 showed that the Special generated $357.85 in revenue (tickets, $137.85; mail, $220.00), while operating costs totaled $496.32, for a net loss of $138.47.

The future of the Lonesome Pine Special was discussed at an April 5 meeting at the Southern's Washington, D.C., headquarters. Consideration was apparently given to doing away with the Special and substituting a mixed train while simultaneously reinstating the Short Dog's Bristol-Appalachia schedule, also as a mixed. That idea was abandoned. For the time being, Southern management was resigned to the fact that, although trains 1 and 4 were

For residents of the rural areas they served, the trains were lifelines to the outside world. People depended on them for transportation, mail, freight, and recreation.

K. Fannon collection

Lifeline **The Bristol-bound Special waits at Clinchport while victims of a May 1929 tornado are loaded aboard baggage-RPO 3584.**

operating at a loss, the case for discontinuance wasn't strong enough to push further.

The Special rolled on for another five years before the question of its discontinuance was raised again. In March 1938, the Southern examined its revenues and expenses, and the numbers were far worse: The train lost more than $22,000 in each of the previous three years, and was headed for a $25,500 deficit in 1938.

These reports provided the information the Southern needed, and the railway immediately began preparing its case for the Virginia State Corporation Commission. (Since the run was entirely in Virginia, the state—not the federal Interstate Commerce Commission—had jurisdiction.) On April 9, 1938, General Manager O. B. Keister at Knoxville instructed Superintendent W. L. King at Bristol to "commence some missionary work at once with our influential friends along the line and get letters from them that in view of the heavy loss the trains should be taken off . . . ." The "influential friends" were the area coal operators from which the Southern purchased locomotive fuel.

In addition, King was asked to provide (1) letters of support from other influential businessmen along the line, (2) information on the primary highways paralleling or running closest to the line, (3) bus line schedules, (4) additional financial data to show losses, (5) distances to L&N passenger service from affected Southern lines, (6) support of area Postmasters by making them realize they could receive mail by highway routes earlier than the railroad was delivering it, and (7) support of Southeastern Express Company agents and area businessmen by convincing them they would be better served by trucks.

Within 10 days, King had collected the required information. Southern Division Counsel Thomas Gay had an informal discussion with the State Corporation Commission on April 19. The commission scheduled a hearing for May 17, 1938, but indicated, in view of the losses Southern was sustaining, that even if it ruled unfavorably toward the railway, no substantial fine or other action would be taken against it should it discontinue the train prior to the hearing.

Thus, Southern had the green light! The following day, April 20, General Manager Keister instructed King to "put up a notice at once at each place these trains stop that they will be discontinued after April 25, 1938."

A stay of execution

Opposition quickly arose, with objections coming from the St. Charles Business Men's Club; the Virginia-Lee Coal Company; the Bristol, Appalachia, and Big Stone Gap chambers of commerce; the Mendota town council; and private citizens along the line. Local newspapers carried editorials and articles in opposition. The St. Charles group presented a petition to the State Corporation Commission. In light of these developments, the Commission informed the Southern that service would have to be continued until the formal hearing could be held. The April 25 notices came down as fast as they had gone up.

By May 4, notices of the upcoming May 17 hearing before the Commission were posted. The Southern continued to

K. Fannon collection

Destination **Natural Tunnel was a popular excursion destination. Here, visitors enjoy the cool shade at the west (north) portal; bunting on the tender hints this may be a July 4 outing.**

work on the opposition, showing the losses on passenger operations, reminding the groups of the taxes paid by the railroad (taxes that would be paid by local businesses and individuals should the road not survive), and stressing that arrangements had been made with both the Post Office and Southeastern Express to provide equivalent or better mail-and-express service. Virginia-Lee Coal Company and the St. Charles group withdrew their opposition, and the three chambers of commerce indicated that, while they protested the action, they would not send anyone to the hearing.

The Mendota town council, though, refused to withdraw its opposition and adopted a resolution calling for the continuation of passenger service. The council stated that based on the close proximity of silica sand, soda ash, limestone, and natural gas to Mendota, it possessed the ". . . greatest potential tonnage of freight along the entire Southern system." The council seemed to forget that it wasn't the freight trains that were to be discontinued.

Meanwhile, lawyers for Tri-State Coach Corp., the bus line serving the area, contacted Gay and offered to "do anything they can to aid in the granting of this application." Tri-State officials traveled between Appalachia and St. Charles and through the Hiltons-Mendota area; they stated they would be glad to operate buses through these areas if there was enough business to justify doing so.

Southern Railway continued to explore other options. On May 10, King received plans from the Edwards Company of Sanford, N.C., for a direct-drive gasoline motor car. The coach portion, occupying the rear half of the proposed unit, seated 50 persons. An 18-foot mail area, 24-foot baggage area, and the propulsion equipment filled the remainder of the car.

At the May 17 hearing, Division Counsel Gay based the Southern's case primarily on the fact that the railway ". . . should have the right to discontinue all passenger trains not earning a profit, regardless of the total earning of a railroad system or division." The opposition claimed that the Appalachia Division as a whole was a consistent money-maker and that the Southern thus had a moral obligation to continue passenger service.

Unfortunately, the case could not be decided that day. The Commission chairman was ill, and the two commissioners present were split as to whether or not divisional earnings should figure into consideration of the discontinuance of passenger service. Both sides agreed to complete their presentations and let the chairman rule based on the written testimony.

On June 9, the Commission ruled in favor of the opposition and denied Southern's application to discontinue the Lonesome Pine Special. The Commission did authorize discontinuance of steam locomotives and separate rolling stock if gasoline-powered cars were substituted. The Commission was also of the opinion that the existing Bristol-St. Charles schedule (leave Bristol 10:47 a.m., arrive St. Charles 1:45 p.m.; leave St. Charles 1:50 p.m., arrive Bristol 6:45 p.m.) was "not designed in the interest of the travelling public" and suggested that the schedule be reversed. The body made no statement on the subject of freight earnings vs. passenger earnings.

The Southern regroups

Naturally, the Southern was disappointed. Although the railway could tolerate the order to continue service, it took exception to the Commission's proposal that the schedule be changed. Southern's accountants quickly determined that a revised schedule that included a layover at Bristol would result

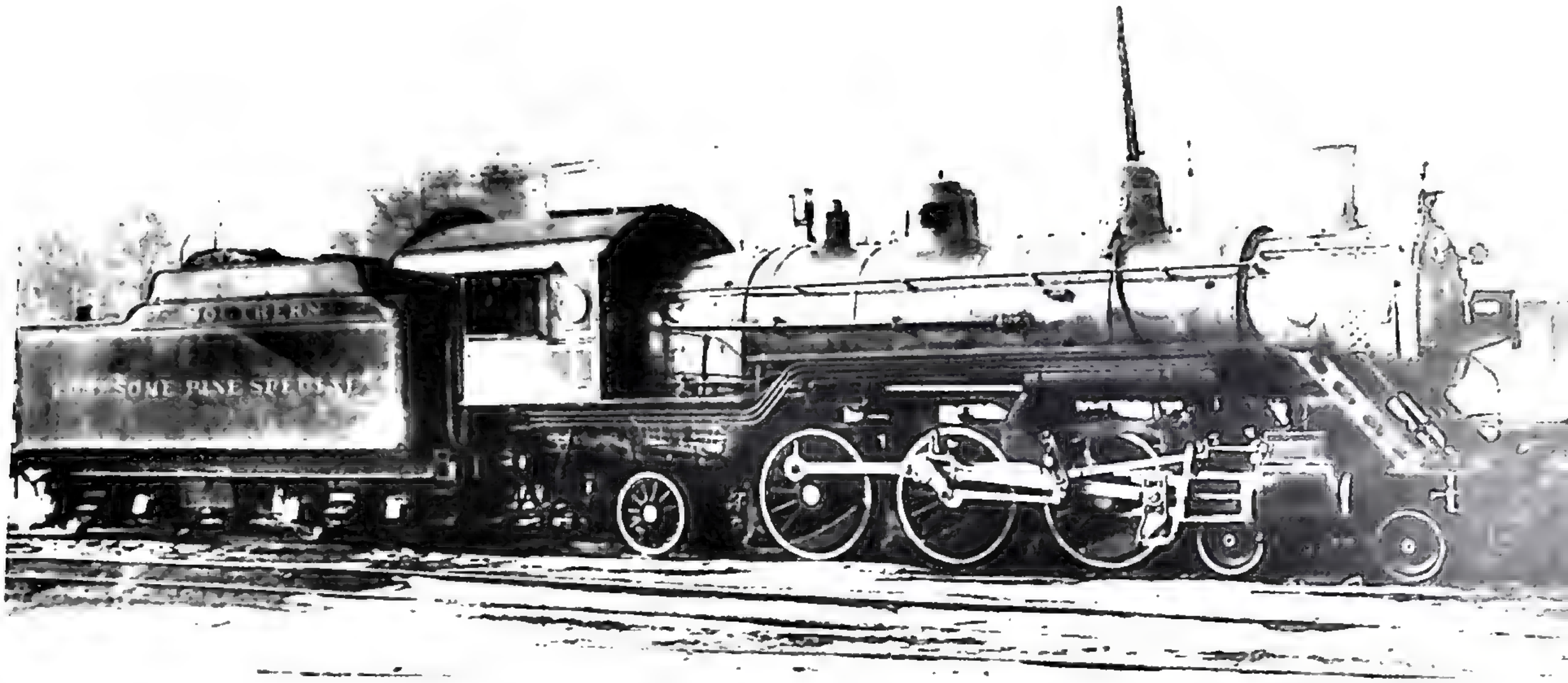
Two photos: Paul Hadley

Wonder of nature **The Special is seen westbound (above) and eastbound in the "crater" between 1500-foot Natural Tunnel and a man-made bore just to its south. The Special is gone, but freights still roll here.**

in a significant increase in operating costs because of crew wages, additional station-agent and mail-carrier costs, and possible reduced freight and mail revenues.

The railway regrouped and considered its next steps, again looking at purchasing gasoline railcars and internally circulating several potential schedule changes. The use of railcars was dismissed because of high initial costs. In a June 13 letter, Superintendent King put forth three potential schedule changes that involved time changes and/or elimination of Appalachia-St. Charles service; each option was projected to save $500 to $550 per month.

King's proposals were for naught. On July 1 the Commission ruled that the Special's schedule be reversed for a 90-day trial period. Thus, effective Sunday, July 10, 1938, train 4 left St. Charles at 8:10 a.m. and arrived Bristol at 11:55 a.m., and No. 1 departed Bristol at 4:15 p.m. and arrived St. Charles at 8:10 p.m. These changes were estimated to increase the operating costs of the run by $316.20 per month. Of greater importance was the request by Southern for the Commission to again consider discontinuance of the Special after 90 days' operation on the new schedule. While



Harold K. Vollrath collection

Special power **P-1 Pacific 1298, a 1906 Baldwin with 63-inch drivers for mountain passenger work, displays her unique LONESOME PINE SPECIAL lettering at Bristol in February 1935.**

not willing to annul the prior ruling, the Commission set a date of October 10, 1938, to reconsider the issue.

Editorials in the local papers again flew hot and heavy. However, the tone of many had changed from the idea that the Southern "owed" the local communities passenger service to more of a mutual "let's work together" tone. While the railroad was chided about the slow schedules, old equipment, dirty steam engines, and apparent lack of enthusiasm in marketing the train, the local interests knew they needed to support the service if it were to survive.

On July 6, flyers for the revised schedule were posted. The Southern did address the claim of poor equipment, changing two of the consist's three cars. On July 10 it put coach 1473 and partition coach 1496 on the train. (Partition coaches had separate accommodations for African-American and white passengers; such cars were necessary on roads in the South, where "Jim Crow" segregation laws were in effect.)

The Special was just another Depression-era passenger train biting the dust, but its spectacular route and nationwide fame earned it a unique place in history.

Each car had received $4500 to $5000 of general repairs and remodeling the previous year. Partition coach 1407 replaced the 1496 on September 27.

There was also some discussion on altering the Special from its typical three-car consist to one coach and an RPO/baggage car. The social realities of the era are evident in a July 18 memo from Superintendent King, in which he argued for retention of the two coaches, stating, "I do not think we should make any change in the line-up of this equipment. We have colored travel to take care of, which used one end of the partition coach; then we have two or three different classes of white people. The better class is handled in the rear car and the 'rough necks' in the rear end of the partition car. I don't think we had better try and mix them up too much."

During this three-month period, the Southern exerted more effort to market the service. Flyers promoted special fares to Bristol, "the metropolis of Southwest Virginia," on August 6. Another promotion was low fares to Knoxville over the Labor Day weekend for two Southern League baseball doubleheaders.

The inevitable, and a precedent

Despite these positive efforts, ticket sales declined during the 90-day trial period. Revenues for July, August, and September were down substantially compared to the same months for the previous year. The Commission agreed to reinstate the request for discontinuance of the Special to the docket for October 24, 1938.

The Southern's lawyers felt the Commission might raise the question of replacing the steam-hauled trains with diesel- or gasoline-powered units. In an October 13 letter to Vice President of Operations Harry A. DeButts, Assistant Vice President Robert K. McClain dismissed the use of diesel units with the following statement: "Due to the initial cost of investment of Diesel electric units and the cost of operation over the heavy grades on the Appalachia Division, it was found it would not be practicable to operate such units."

A more detailed study on the potential use of an Edwards gasoline-powered unit was undertaken, with consideration given to both single-car and double-car configurations. Southern put forth many reasons for these units' unacceptability, including high initial cost, higher fuel and maintenance costs, the need to lengthen the schedule, loss of mail revenue because of space restrictions, and disruption of freight trains. The railway's financial estimates showed that motor cars would show operating losses of $600 to $800 a month.

If the Commission raised the question of mixed trains, the Southern would adamantly fight it. However, King was asked to "quietly make up a schedule" for potential mixed-train service. Should it become necessary, Southern would propose that local freights 62-63 between Moccasin Gap and Appalachia, and 60-61 between Appalachia and St. Charles, be operated as mixed trains.

The hearing date, October 24, arrived. Although about 20 citizens protesting the case were present, their attorneys could not attend. The Southern didn't want it to be said it hadn't given the opposition adequate opportunity to

Carl Knight, courtesy of *The Post*

Farewell forever **Pacific 1298 pulls out of Appalachia, Va., on May 6, 1939—last day of operation for the celebrated, beloved, but lightly patronized Lonesome Pine Special.**

present its case, so the Commission and the railway agreed to postpone the hearing, which was rescheduled for November 28.

It's interesting to note that on several days immediately prior to the rescheduled hearing, Tri-State Coach Lines and Bristol-Norton Lines offered bus excursions to Bristol from several towns on the Special's route. Borrowing a familiar railroad slogan, these ads proclaimed: STOP! LOOK! LISTEN! Ride the Bus—Save the Difference." One can only wonder to what extent the Southern was as-sociated with these offerings.

Finally, on November 28 both sides presented their cases. The Southern showed that for the July 10-November 15 period in which the Lonesome Pine Special's schedule was reversed, total expenses were $18,599.73 while revenues were only $6,730.67. On a yearly basis, the projected losses were approximately $34,000—a lot of money in 1938.

Four months later, on April 4, 1939, the Commission issued its decision: "IT IS THEREFORE ORDERED, That the Southern Railway Company be . . . permitted on or after May 7, 1939, to discontinue the operation of passenger trains Nos. 1 and 4 on its Appalachia Division." The on-line communities, while disappointed, seemed resigned to the fact that the colorful rail passenger service would soon be a thing of the past.

This case, while seemingly minor, was precedent-setting. Although there was no specific mention of freight revenue vs. passenger revenue, this was the first occasion where Virginia's State Corporation Commission had allowed passenger service to be discontinued on trackage where freight service would continue and, thus, in effect, considered passenger revenues independent of freight revenues.

Sunset for the Special

Bulletins announcing the end of the Lonesome Pine Special were prepared for posting along the line on May 2. For the express business which the railway would still handle after the passenger train was gone, Superintendent King had his personnel pick "two nice wooden box cars" and letter them FOR EXPRESS ONLY. These cars were to operate on Bristol-Appalachia local freights 63 and 64, while another was prepared for express service on 60 and 61, the Appalachia-St. Charles local freights.

Saturday, May 6, dawned clear and sunny. The crew for the Lonesome Pine Special's last run consisted of regular engineer F. M. Rader, fireman C. H. Colvard, conductor W. J. Jarrett, and brakeman J. D. Cross. In perhaps the Special's most patronized trip in years, many area residents made a last journey along all or part of the route, knowing that an era, and part of their heritage, was fading into the sunset.

The trials and tribulations of the Lonesome Pine Special were not unique. Although it's interesting to explore the information developed and the alliances formed by the Southern in its quest to discontinue it, the Special was really just another Depression-era passenger train biting the dust. Similar sagas had been carried out previously and would continue to be played out countless times on railroads throughout the country for years to come.

However, few passenger trains could boast of being named after a popular novel, of having a song written by country music icons named for it, or of passage through wonders like Natural Tunnel. Certainly Southern trains 1 and 4 weren't as glamorous as the *Crescent Limited*, but the crew and local patrons were just as proud of their Lonesome Pine Special. ■

Electric freight!

Niagara Junction

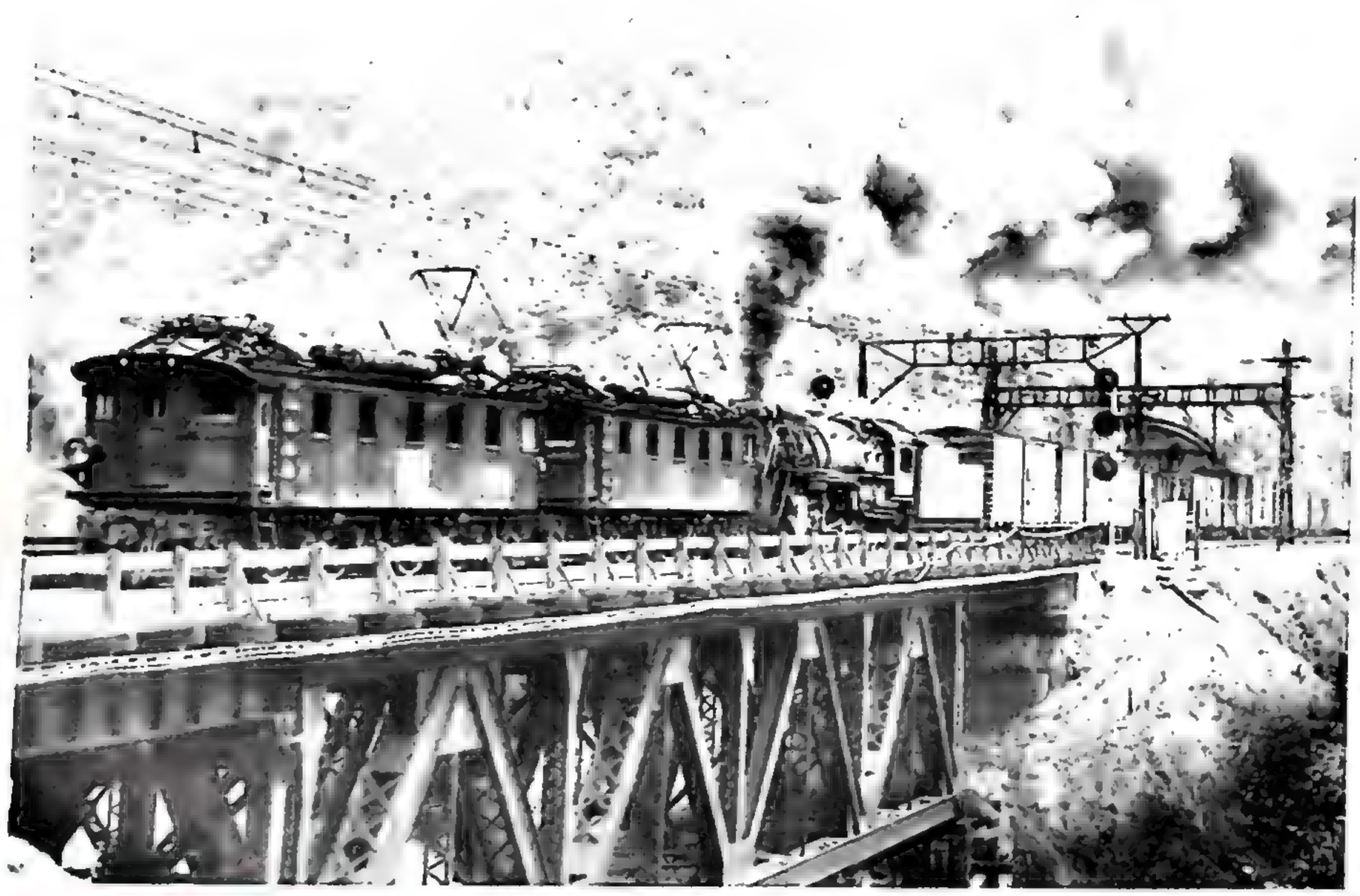
Although it was built by the Niagara Falls Power Co. in the 1890's, 11-mile switching road Niagara Junction used steam locomotives at first. Electrification, with 660-volt D.C. catenary and steeplecabs, came in 1913. New General Electric motors arrived in 1952 (that's one at right, in October '67), by which time the road was owned by NYC, Erie, and Lehigh Valley. NJ became part of Conrail in 1976, but electric operations lasted until '79; three of the units then went to Metro-North.

J. V. Claflin; J. David Ingles collection

Perhaps the handsomest electric box-cabs were the GN Y-1's, after they got the road's orange-and-green livery in the 1940's. GN installed an unusual two-wire system on a 4-mile segment through the first Cascade Tunnel in 1909, then re-electrified with a 63-mile, 11,000-volt A.C. system in conjunction with the 1929 opening of a new, 7.8-mile Cascade Tunnel. Ten Z-1 box-cabs, eight Y-1's, and two giant W-1 streamliners, all from GE, hauled freight and passenger trains over the Cascades until the wires came down in 1956. Here three Y-1's roll an eastbound between Chumstick and Leavenworth, Wash., in 1953.

George Krambles photo; Krambles-Peterson Archive collection

Diesels have had a monopoly hauling big-time U.S. freight trains for decades. Steam locomotives occasionally take a turn on tonnage, if only for show. Electrics power passenger trains in the Northeast—and all sorts of services in other countries. But heavy-duty, "steam-road" electrics have vanished from North American freight service. Here we present a photo gallery of 15 U.S. carriers that employed "juice jacks" to haul tonnage in the classic era.



R. E. Tobey

Boston & Maine

Opened in 1875, the Hoosac Tunnel in western Massachusetts was a 19th century engineering wonder whose 4¾-mile length and heavy traffic made it a prime candidate for electrification. This came in 1911 in the form of an 11,000-volt A.C. system similar to that of the New Haven, which controlled the B&M. Rather than swap power for the 7.9-mile trip under wire, freight and passenger trains were dragged, steam locomotive and all, through the tunnel by a fleet of seven Baldwin-Westinghouse box-cabs, also of New Haven pedigree. B&M went for diesels early, with the result that the Hoosac installation was the first major steam-road electrification to be shut down, in 1946. Not long before the plug was pulled, a freight powers across the Deerfield River toward the east portal of the tunnel.

Long Island Rail Road

New York-area passenger operations, not freight, prompted the LIRR's 650-volt D.C. electrification, which got started soon after the Pennsylvania Railroad gained control of the carrier. The first segment, opened in 1905 with M.U. cars, included a tunnel and underground terminal in Brooklyn. Five years later, service began to the new Penn Station in Manhattan, where LIRR's third rail met PRR's identical system, worked by class DD1 side-rod box-cabs. Primarily a commuter hauler, LIRR handled its relatively modest freight traffic with steam, diesel, and electric power. Here, an ex-PRR DD1 works a local freight at Rockville Centre in the mid-'50's, before the tracks were elevated. The flat car is fitted with pick-up shoes and connections to the locomotive to keep the train from getting stranded in third-rail gaps while switching. LIRR still buzzes with commuter M.U.'s, but freights are diesel.

B&O

Baltimore & Ohio

"America's first railroad" was also the first to commit to mainline electric traction. In 1891, when B&O began work on a tunnel under Baltimore's Howard Street on its Philadelphia-Washington line, electric street and interurban railways were barely past the novelty stage. Nevertheless, electrification seemed the best option for a 1.4-mile tunnel on a 0.8 percent grade through the heart of a city. Ungainly GE units began hauling trains in the 3.6-mile electric zone in 1895. A change from overhead to track-level third rail came in 1902, though 650-volts D.C. was retained. Unique but dowdy box-cabs began arriving in 1903, followed by more-conventional GE steeple-cabs in 1909. Having pulled a southbound freight through the tunnel, two steeple-cabs have cut off to escape into a center siding. A decade later, in 1952, diesels put the motors out of business.

John Krause

Above, George Krambles; below, Willis McCaleb; both from Krambles-Peterson Archive collection

New York Central

NYC's 660-volt D.C. third rail in and north of New York City made possible America's most celebrated railroad station. But NYC's 70-mile network was more than a means of getting passenger trains into Grand Central Terminal, which opened in 1906. When electrification of the West Side (of Manhattan) freight line in 1931 added tonnage to the mission, NYC bought 42 class R-2 box-cab freighters from Alco-GE. To reach beyond third rail, Central also had 36 tri-power units (straight electric, diesel-electric, battery). The West Side line was de-electrified in 1959, by which time several R-2's and tri-powers had put in some years on NYC's other third-rail operation, in Detroit. Officially the Detroit River Tunnel Co., it had twin 1.6-mile tunnels linking Michigan Central in Detroit with Canada Southern in Windsor, Ontario; the 650-volt D.C. electrification totaled 4.5 route-miles. Before the New York units arrived, 12 Alco-GE steeple-cabs pulled freight and passenger trains through the tunnels and handled switching at Detroit's Michigan Central Station, where two R-2's (above) rested on February 1, 1953, the year diesels took over.

St. Clair Tunnel Co.

Having left Port Huron, Mich., a few minutes earlier, four compact box-cabs grind upgrade out of the St. Clair River tunnel and into Sarnia, Ontario, in about 1956. St. Clair Tunnel Co., a subsidiary of Canadian National predecessor Grand Trunk Railway, opened the 1.1-mile bore in 1891. Special 0-10-0T's hauled trains until 1908, when a 4.2-mile, 3300-volt A.C. system came on-line. The original half-dozen six-wheel Baldwin-Westinghouse units were joined by two ex-South Shore Line B-B's in 1927. The catenary came down in 1958, and CN opened a bigger replacement tunnel next to the old one in 1996.

Pennsylvania Railroad

The king of North American electrifications by all measures but route-miles was PRR's 11,000-volt A.C. network. Built in stages between 1915 and '38, Pennsy's 656-mile empire extended from New York to Washington and Harrisburg, Pa., with many branches and parallel main lines, some of which were freight-only. The emphasis was on commuters until the 1930's, when locomotives began joining the M.U. cars. The first big fleet, 92 box-cab and streamlined P5's, had problems at high speed, so they went into freight service. Then came the GG1, one of the best passenger designs ever. Regeared as varnish runs dwindled, many of the 139 G's became fine freight haulers. Sixty-six GE E44's replaced the P5's by 1965, but the G's lasted on freight until Conrail retired them in 1979 (CR dropped all electric freight in '81). Mixing speed and power, two GG1's gallop past Leaman Place, Pa., with an eastbound piggybacker in 1962.

Tom Gildersleeve

Tom Gildersleeve

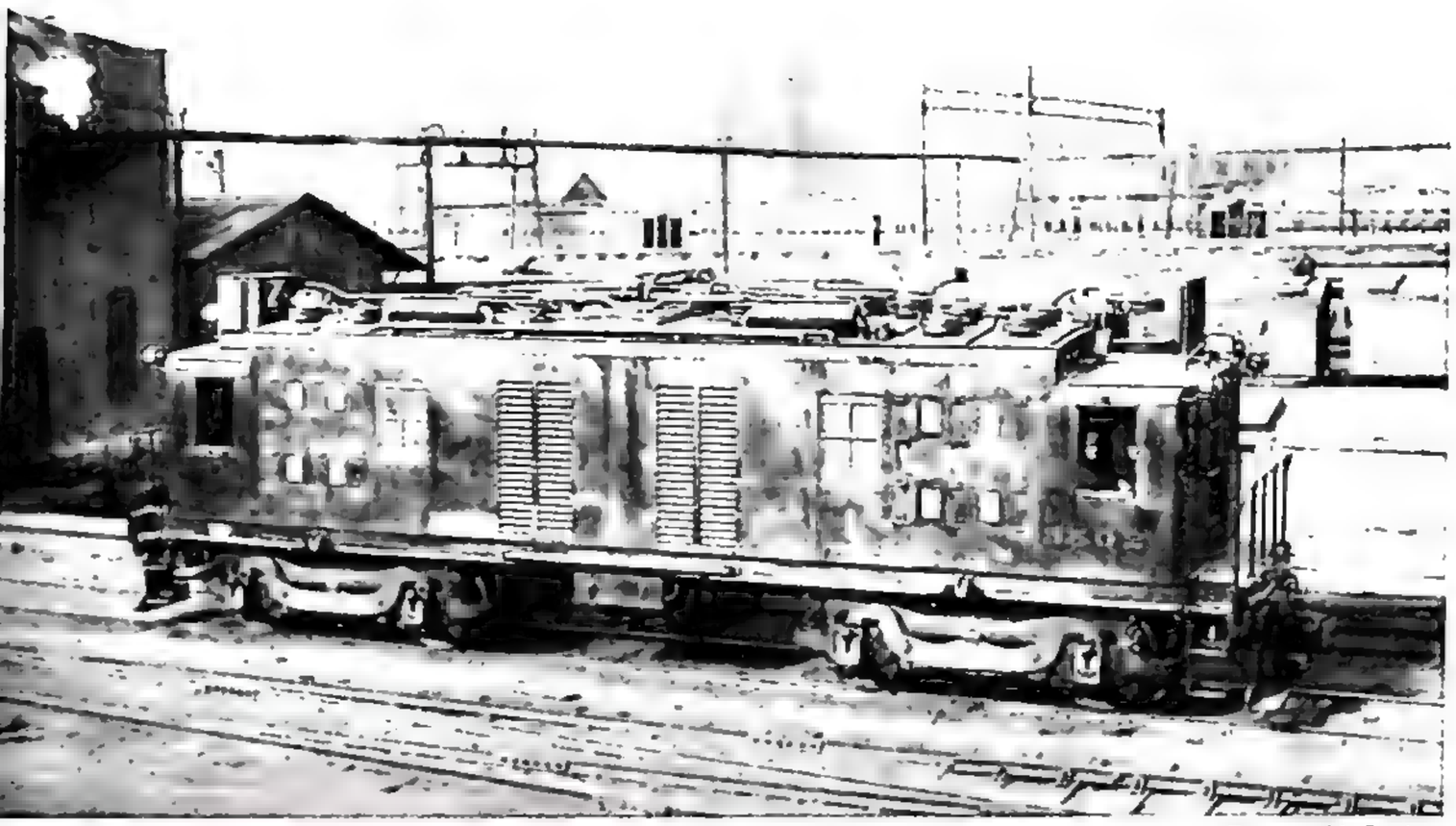
Tom Gildersleeve

Milwaukee Road

Completed in 1909, the Milwaukee's Pacific Extension blended spectacular scenery, daring engineering, underdog-turned-lost-cause appeal, and the longest electrification on the continent. Harsh winter weather, tunnels, and five mountain ranges prompted the road to hang 3000-volt D.C. catenary. Harlowton, Mont., to Avery, Idaho, got wires in 1915-16, followed by Othello-Tacoma, Wash., in 1919-20 and into Seattle in 1927—663 route-miles in all, but with a 216-mile gap between the two sections. Forty-two GE twin-unit box-cabs handled freight; later, the pairs were regrouped into three- and four-unit sets, as this 1964 view of mid-train helpers on an eastbound east of Kittitas, Wash., shows. Four steeple-cabs switched yards, while passengers rode behind giant Baldwin-Westinghouse box-cabs and round-hooded GE "bipolars." A dozen streamlined GE "Little Joes," diverted from the Soviet Union, arrived in 1950; assigned to the Harlowton-Avery section, they were modified to m.u. with diesels. Aging equipment and shaky finances killed the current on the Coast Division in 1972 and the Rocky Mountain Division in '74; 6 years later, MILW quit the Extension altogether.

Butte, Anaconda & Pacific

The template for the Milwaukee Road project was BA&P's groundbreaking 37-mile, 2400-volt D.C. installation of 1913. While previous electrifications had been inspired by tunnel operation, smoke abatement in terminals, or high-density suburban traffic, the Montana copper hauler's installation was the first done primarily for economic reasons. It was also the first to use high-voltage D.C. catenary instead of low-voltage D.C. third rail or high-voltage A.C. catenary. BA&P's 28 sturdy GE box-cabs were joined in 1952 by a pair of road-switcher-style GE's. A new ore concentrator at Butte drastically cut traffic to Anaconda in the 1960's, and the road dieselized in 1967. Three years before the end, two box-cabs have loaded gondolas in tow at Butte.



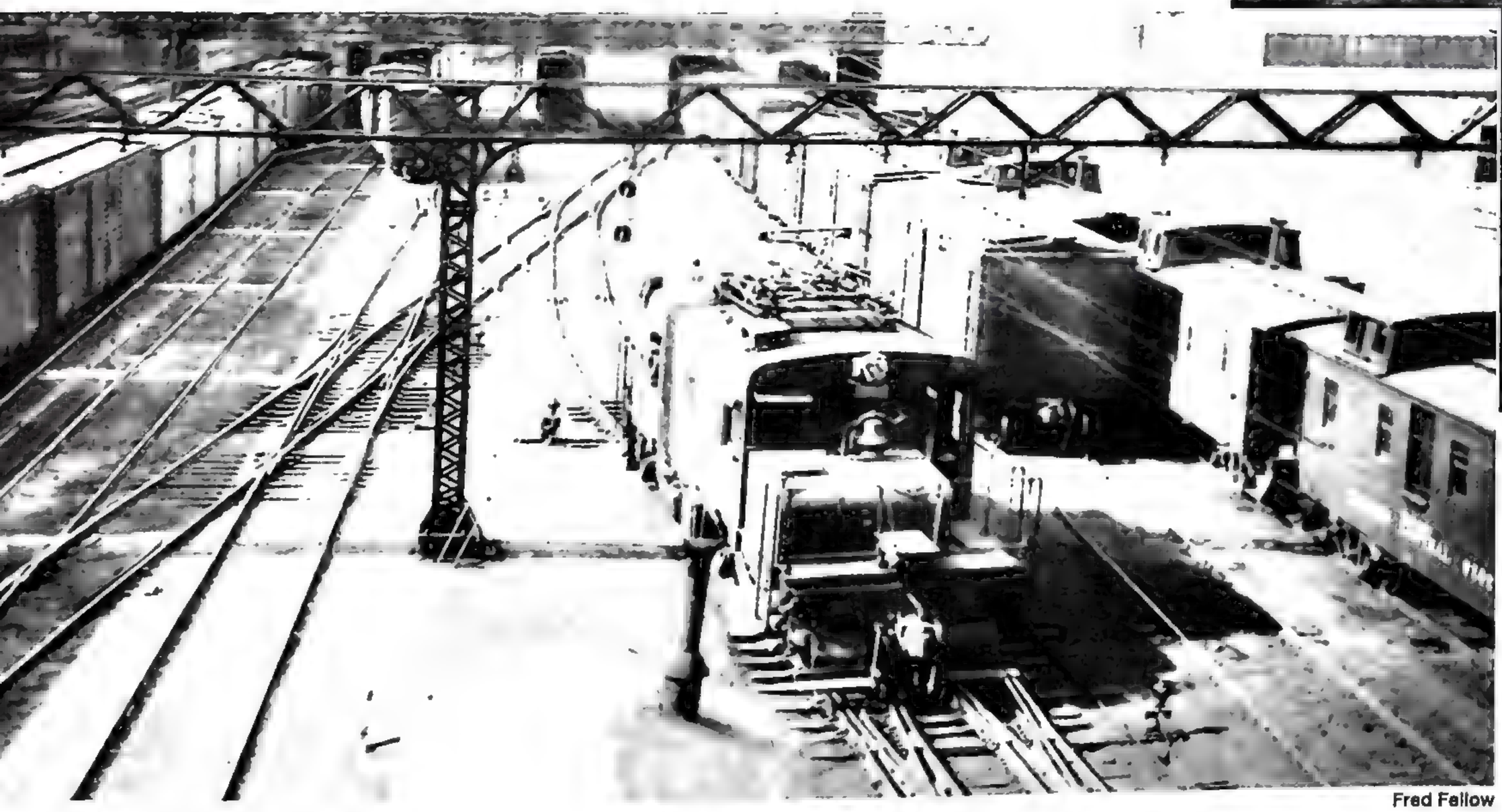
Forman H. Craton

Lackawanna Railroad

Extending west from Hoboken, N.J., the DL&W's 3000-volt D.C. electrification was all about New York commuters—almost. Opened in 1930-31, the 70-route-mile installation also reached freight yards in Jersey City and Secaucus. While commuters rode M.U. motor-trailer pairs, freight transfers moved the 4 miles between the yards, and through the Bergen Hill tunnel, behind two GE box-cabs. The yards themselves were not wired, so the units were set up to draw power from the catenary or storage batteries charged by an on-board diesel engine. The "tri-power" pair gave way to diesels in 1946. Pantograph down, No. 3502 is seen at Hoboken in 1930.

Illinois Central

Smoke-abatement ordinances forced the IC to electrify its Chicago suburban service in 1926. M.U.'s carried commuters on the 38-mile, 1500-volt D.C. system, but a requirement that freight operations north of Roosevelt Road be electrified by 1930 meant that the IC also rostered four 97-ton Baldwin-Westinghouse steeple-cabs. As diesels were improved, they were deemed better suited for the freight work (and were acceptable to the city fathers), so the IC sold its heavy steeple-cabs to interurban South Shore Line in 1941. In a northward view from just south of the Art Institute, IC 10001 is at work in June 1940.



Fred Fellow

N&W

Norfolk & Western

When 2 percent grades, 13-degree curves, a single-track tunnel, and 65,000 tons of coal traffic per day became too much for steam power on Elkhorn Mountain, N&W electrified. During 1915-24 the road installed 11,000-volt A.C. catenary over the Bluefield-Iaeger, W.Va., section of its main line, plus three short branches—a total of 56 route-miles. Motive power was 16 two-unit side-rod box-cabs: 12 3200 h.p. LC-1's from Baldwin-Westinghouse and 4 4750 h.p. LC-2's from Alco-Westinghouse. Line improvements and a new, double-track Elkhorn tunnel (as well as superb 2-6-6-4's and 2-8-8-2's) allowed the retirement of the electric system in 1950, giving the N&W motors the unique distinction of being succeeded by steam. LC-1 2508 poses with a coal train near Maybeury, W.Va., in 1930. Today in the U.S., coal is the only commodity hauled by big electrics, on five mine-to-power plant railways (in Texas, New Mexico, Arizona, and Colorado-Utah).

More on our Web site

View movie clips from the Herron Rail Video files of big-time electric freight action at our Web site, www.classictrainsmag.com

W. C Janssen photo; Krambles-Peterson Archive collection

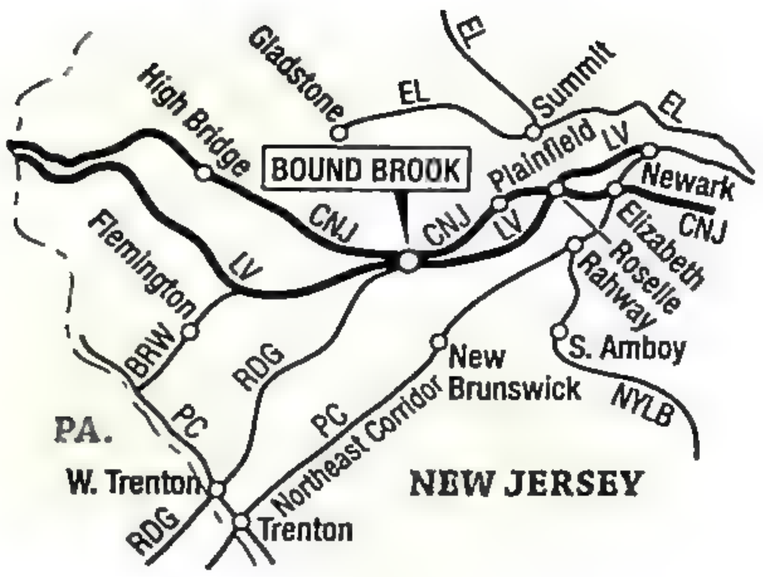
New Haven

Two ex-Virginian E33's, in 1963, roll hoppers at S on March 26, 1966. The the last in a long line of for the New Haven, whic miles (New York-New Ha between 1907 and 1925. road to go for juice in a b to use the 11,000-volt A.C eral other carriers later a and intercity passenger t electric territory, but hea required the services of E streamliners, and, after t tired, the E33's (which th Amtrak extended the cate 2000—for Northeast Corr

Virginian

Like fellow Pocahontas coal the Virginian sought to incre with electrification. The syst 11,000-volt A.C., was the sam but on a grander scale, exten from Roanoke, Va., to Mullen Alco-Westinghouse locomoti duplicates of the N&W LC-2's into 10 7125 h.p. three-unit s further 6 set up for single-un 1948 the Virginian received fo monsters from GE; each two- 150 feet long and weighed 51 and final generation arrived i the form of 12 GE E33 road-su fic changes in the wake of the with N&W brought the end of catenary (if not the E33's) in W.Va., triple box-cabs push o bound coal train in the mid-19

B. L. Stone photo; Krambles-Peterso



One day at . . . Bound Brook, N.J.

By George W. Hamlin • Photos by the author

The Central Railroad of New Jersey station at Bound Brook, N.J., was an excellent place to watch trains. On the Jersey Central main line one could observe a variety of trains of the CNJ and its trackage-rights tenants, while close by was the Lehigh Valley main line. By the 1970's, CNJ's four-track glory through Bound Brook had been reduced to lesser status, and both it and the LV would disappear into Conrail in 1976. In 1973, when I visited Bound Brook for 4 hours on a Sunday morning, there was still considerable activity to be seen, passenger as well as freight.

Bound Brook's station, built by CNJ to a Reading design and situated 30.2

For about 4 hours on the morning of Sunday, September 16, 1973, I was rewarded with a nice variety of eastbound trains at Bound Brook, heading "into the sun." First was a B&O freight from Philadelphia, whose lead unit was a new GP40-2 in Chessie System colors (above). Next was a CNJ freight behind an SD35 and a GP7 (far left), followed by commuter train No. 5560 in "push" mode (left). Jersey Central's operation of push-pull commuter trains, with old coaches modified to have control cabs, was not widely remarked. I went to Bound Brook hoping to see some Lehigh Valley trains, too, but none came by during my time there.

A second B&O freight (above), drawn by two GP40's and including a few piggyback flats, appeared next, followed by outbound CNJ commuter train 5559 behind No. 3675, one of Jersey Central's 13 GP40P's delivered in 1968 (right). Next was a westbound CNJ freight with 2 of its 12 SD35's of 1965, 2511 and 2501 (top right). The last train I saw was an eastbound CNJ deadhead equipment move of commuter cars behind ex-B&O GP7 6601 (far right); some of the cars were former intercity coaches still wearing Great Northern colors. Looking at derailed CNJ covered hopper car No. 6 on the platform track (center photo) helped pass the time during lulls.

"Railroad Blueprint" in August 2005 TRAINS looks at Bound Brook activity as it is today.

TRAINS MAGAZINE

miles from CNJ's historic Jersey City terminal on the Hudson River's west bank opposite lower Manhattan, was just east of Bound Brook Junction, where Reading's main line from Philadelphia tied in to the CNJ east-west main line. Baltimore & Ohio, whose trackage ended at Philadelphia, used the Reading-CNJ route via Bound Brook to reach the New York City area. Parallel to and just south of the CNJ was Lehigh Valley's main line from the Newark/Jersey City area to Buffalo.

By the time of my September 1973 visit, B&O was part of Chessie System, and CNJ and LV had just three more years of pre-Conrail independence. CNJ still provided commuter service, a modernized version of which today is operated by New Jersey Transit.

Passenger schedules were at maximum frequency on weekdays, of course, and Reading had no Sunday passenger trains, but CNJ had a fair number of first-class trains. Freight-train frequency through Bound Brook was enhanced by traffic off the Reading, its own trains as well as through service off the B&O. Until 1958, the *Royal Blue* and other "Best-and-Only" varnish linking New York, Baltimore, and Washington, ran through here [see the following two pages for a sample of action on a Sunday in 1942].

I had chosen Bound Brook because I knew I'd see some CNJ action, but I also hoped to catch some Lehigh Valley freights. Alas, though I made several walks over to the Valley's tracks, none of LV's infrequent freights came by. Nevertheless, I was rewarded with a nice variety of eastbound trains into the morning sunlight, including two B&O freights, one CNJ, and one of CNJ's little-remarked push-pull commuter trains. While this practice is widely employed by suburban operations now, it was less common 32 years

ago, and CNJ's steam-era heavyweight coaches, some of which were modified as cab-control cars, were perhaps the oldest equipment to be used this way.

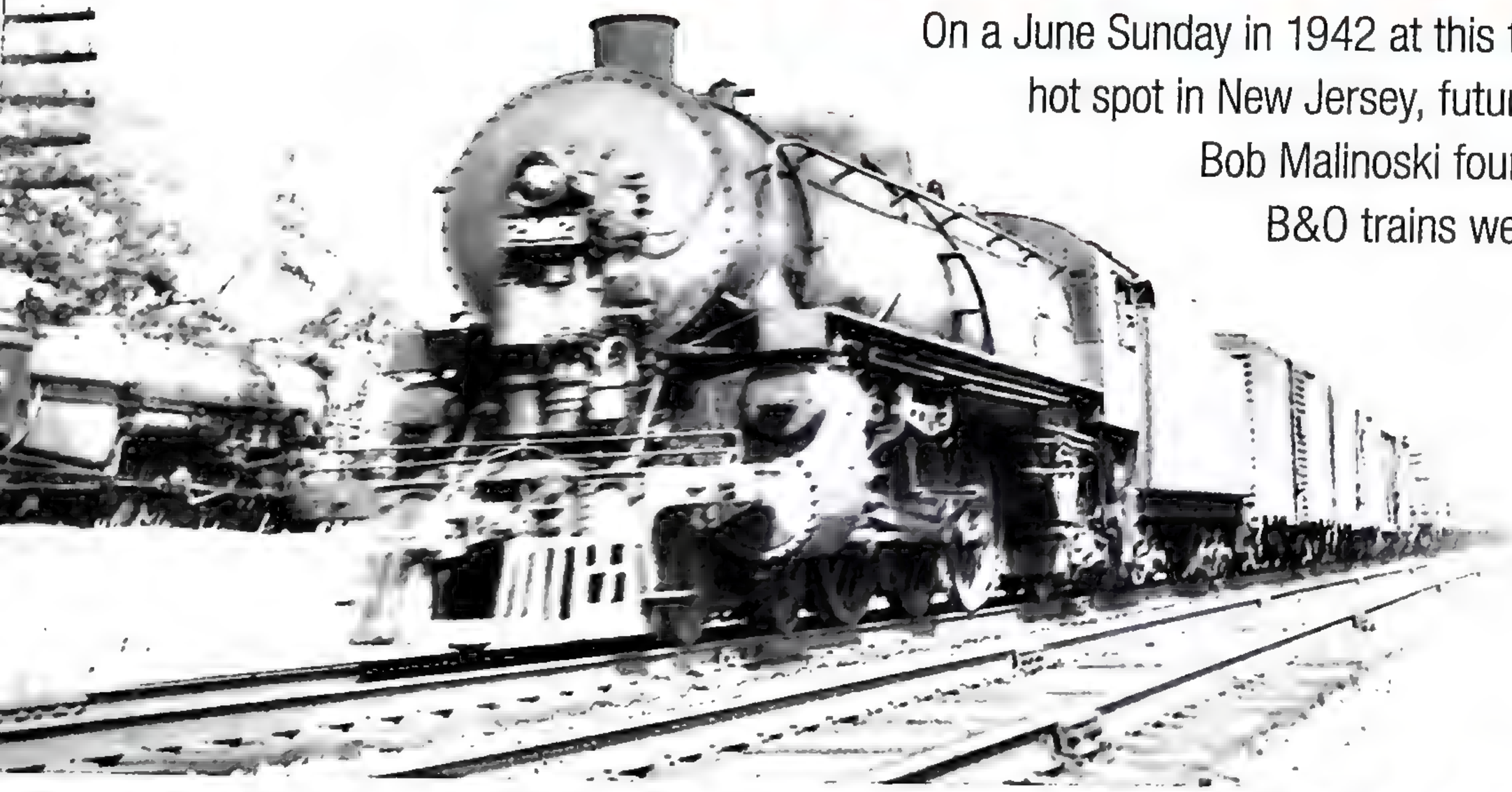
The diesels on the B&O freights wore the classic "Capitol Dome" blue and the year-old Chessie System yellow, blue, and vermilion (my first view of this memorable scheme was on this day at Bound Brook). The eastbound CNJ freight and a westbound counterpart were led by the road's olive-drab SD35's, while both scheduled passenger trains I saw were powered by CNJ's unique GP40P's in B&O-style blue. These locomotives were acquired in conjunction with the 1967 rerouting of commuter trains into Newark's Penn Station via the "Aldene Connection," which used the LV to reach the Northeast Corridor main line into Newark, in lieu of CNJ's Jersey City terminus. Connections to PRR (and later, PC) suburban trains, as well as the "Hudson Tubes" rapid transit, now PATH, replaced CNJ ferries across the Hudson.

The final move during my visit was a deadhead train of passenger cars, likely destined for CNJ's Elizabethport shops. Headed by a blue ex-B&O GP7, the consist included lightweight former long-distance coaches still in the color schemes of their former owner, Great Northern. I wonder what "Rocky," GN's long-time goat symbol, thought of his new home.

Today, Bound Brook is still a busy place, offering 55 weekday NJT commuter trains on the old CNJ (36 on weekends) and, on the LV and former Reading, freights of Norfolk Southern and CSX bound between the New York area and points in Pennsylvania and west and south. These 1973 photos, though, reflect a time before full government involvement in commuter operations and the homogeny of the Conrail era. ■

A wartime day at Bound Brook

On a June Sunday in 1942 at this four-railroad hot spot in New Jersey, future railroader Bob Malinoski found that "the B&O trains went too fast"



Above, Theo. A. Gay; below, Wayne Brumbaugh

Lehigh Valley 2-8-2 275 storms east past the Bound Brook station (above) in the 1940's with a coal extra, while on September 18, 1948 (top), Ted Gay caught two trains passing east of the depot: a westbound LV behind 4-6-2 2102 and an eastbound CNJ powered by 4-6-2 813.

The level of activity at Bound Brook, N.J., that George Hamlin experienced in 1973 [previous four pages] offers an interesting comparison to higher train counts from three decades removed . . . in both chronological directions. Thanks to the meticulous note-taking of future railroader Robert R. Malinoski, we see here, in list form [opposite page] a typical day's action in 1942, while the "Railroad Blueprint" series in our sister magazine TRAINS, in its August 2005 issue, offers a look at Bound Brook today.

Bob Malinoski served for three years in the Army Air Corps during World War II and then, in 1946, took a job as a yard brakeman on the Erie, launching a railroad career that would last 40 years. Before all that, on Sunday morning, June 28, 1942, Bob left his home in Sunnyside, Queens (New York City), for a day of train-watching at Bound Brook. He walked to the IRT subway near his home and took it to Times Square, where he changed to another IRT train to lower Manhattan. He then walked to the Central Railroad of New Jersey's Liberty-Cortland Street ferry terminal for the short ride across the Hudson River to CNJ's Jersey City Terminal.

Disembarking from the ferry, he jotted down the particulars on three trains in CNJ's terminal before he departed: Baltimore & Ohio 27, the *Royal Blue* for Baltimore and Washington, which left at 9:45 a.m. behind P-7b class 4-6-2 Pacific No. 5306, *President Van Buren*; Reading Co. train 2602, which had arrived at 10 a.m. from Philadelphia behind semi-streamlined 4-6-2 No. 108, and the train he rode to Bound Brook, Reading 2607, behind sister 4-6-2 No. 110.

Incl[illegible] those three trains, one he passed [illegible]ute to Bound Brook (a CNJ passen[illegible]rain behind 4-6-2 No. 831), and the one on which he returned to Jersey City. Bob took down details on 53 trains in about 11 hours. "I did not record the 14 B&O trains [which didn't stop at Bound Brook] because they went too fast," he wrote, "but I should've gotten them. That was a mistake."

Other than the 14 B&O's, the trains Bob saw included 22 CNJ's (9 passenger and 13 freight); 15 Lehigh Valleys (6 passenger including a milk train and 9 freight); and 15 Readings (8 passenger, 7 freight). Bob noted that the Reading's Philadelphia passenger trains, which used CNJ from Bound Brook Junction (just west of the depot where he camped) to Jersey City, had 600-series numbers except on Sunday, when they were 2600-series trains. His notes appear here in tabular form, illustrated by photos from our files since he did not have a camera with him. Bob would begin color railroad photography in 1952—see the results of his spring 1953 Midwestern vacation in the Fall 2000 CLASSIC TRAINS.

Bob's June 28, 1942, Bound Brook outing concluded with a ride on Jersey Central train 2194, the *Harrisburg New Yorker*, behind 4-6-2 833, back to Jersey City. Its consist was a combine, four coaches, a diner-parlor, and then three more coaches. His code letters for passenger-car types on the list, which we've replicated in the "Remarks" column, jibe with what the railroad used, according to retired Reading Co. conductor Robert J. Linden. The diner-parlors were used on trains that did not require a full dining car, including trains to the coal regions and seashore trains. They were staffed by one waiter, one steward, and one commissary attendant.

Today, in addition to the NJT commuter trains cited in Hamlin's story and the freights of CSX and Norfolk Southern (NS also hosts a triweekly Canadian Pacific train), Bound Brook sees a few Conrail Shared Assets locals based at nearby Manville. Virtually all the freights pass Bound Brook on the former Lehigh Valley, but their number pales in comparison to what crossed New Jersey to and from New York City during World War II, because the freight trains of the state's busiest carrier of that time, the Pennsylvania Railroad, were on what in this era we now call the Northeast Corridor, which today is all but bereft of tonnage.—*J. David Ingles*

More on our Web site
Editor Rob McGonigal spent a day at Bound Brook in March 1976; view his train log at www.classictrainsmag.com

June 28, 1942: 53 trains in 11 hours

Time	Railroad, train No. (name)	Engine No., type	Remarks
9:45	B&O 27, *Royal Blue*	5306, 4-6-2	P-7B class *President Van Buren*
10:00	RDG 2602	108, 4-6-2	Semi-streamlined engine
10:02	RDG 2607	110, 4-6-2	Rode this to Bound Brook
10:03	CNJ "Sunday only"	831, 4-6-2	Passenger; passed en route
11:01	CNJ	911, 2-8-2	122-car freight
11:11	CNJ "Sunday only"	826, 4-6-2	Consist: K-5C (see notes at bottom)
11:21	RDG	1711, 2-8-2	WB freight, 95 cars
11:26	LV 28, *John Wilkes*	2101, 4-6-2	Streamlined engine
11:28	CNJ	869, 2-8-2	WB freight, 98 empty hoppers
11:36	LV	293, 2-8-2	EB freight, 85 cars
11:46	RDG	1922, 2-8-0	EB freight, 73 cars
11:58	LV 9, *Black Diamond*	2094, 4-6-2	
12:04	CNJ 192, *Queen of the Valley*	832, 4-6-2	
12:49	LV	464, 2-8-2	WB freight, 111 cars
1:10	RDG 2610	105, 4-6-2	Consist: 2C-DP-K
1:14	LV	352, 2-8-2	EB freight, 8 cars
1:15	LV	5110, 4-8-4	WB freight, 110 empty tank cars
1:32	LV	292, 2-8-2	Had 2 cabooses
1:50	RDG 2613	108, 4-6-2	2nd time; consist: K-2C-DP
2:03	CNJ	853, 2-8-2	Freight, 108 cars
2:09	LV	468, 2-8-2	EB freight, 78 cars
2:11	CNJ	909, 2-8-2	
2:35	RDG	1923, 2-8-0	EB freight, 68 cars
2:40	LV	352, 2-8-2	2nd time; caboose hop
2:44	CNJ 485	813, 4-6-2	
2:57	CNJ	856, 2-8-2	EB freight, 69 cars
3:10	RDG 2614	106, 4-6-2	Consist: K-2C-DP
3:19	CNJ	893, 2-8-2	WB freight, 72 cars
3:43	CNJ	905, 2-8-2	WB freight, 91 empty hoppers
3:52	CNJ 2617	826, 4-6-2	Consist: K-DP-C
4:00	RDG	1724, 2-8-2	WB freight, 89 cars
4:18	CNJ 484	813, 4-6-2	2nd time
4:22	RDG	1680, 2-8-0	EB freight, 73 cars of coal
4:58	RDG	1590, 2-8-0	Camelback on 10-car WB freight
5:10	RDG 618	110, 4-6-2	2nd time; consist: Bag-C-K-2C
5:29	LV	1142, 4-6-0	WB, light with caboose
5:44	RDG	1912, 2-8-0	EB freight, 73 cars of coal
5:55	CNJ	873, 2-8-2	WB freight, 76 cars
5:57	CNJ 199, *Queen of the Valley*	832, 4-6-2	2nd time; consist: Bag-4C-DP-C
6:26	LV	496, 2-8-2	EB freight, 96 cars
7:15	LV 39, *John Wilkes*	2101, 4-6-2	2nd time; streamlined
7:28	CNJ	864, 2-8-2	WB freight, 75 cars
7:32	RDG 2622	108, 4-6-2	3rd time; consist: K-5C-DP
7:42	LV 20	2054, 4-6-2	
7:49	LV 7, *Maple Leaf*	2092, 4-6-2	
7:52	CNJ	852, 2-8-2	EB freight, about 100 cars
7:53	CNJ 489	824, 4-6-2	
8:00	RDG 2625	106, 4-6-2	2nd time; consist: K-4C
8:19	CNJ	888, 2-8-2	EB freight, 103 cars
8:25	CNJ	930, 2-8-2	WB freight, 80 cars
8:32	LV 36	2090, 4-6-2	21 milk cars
8:34	CNJ	890, 2-8-2	EB freight, 93 cars
8:45	CNJ 2194, *H'burg New Yorker*	833, 4-6-2	K-4C-DP-3C, rode to J.C., arr 9:30

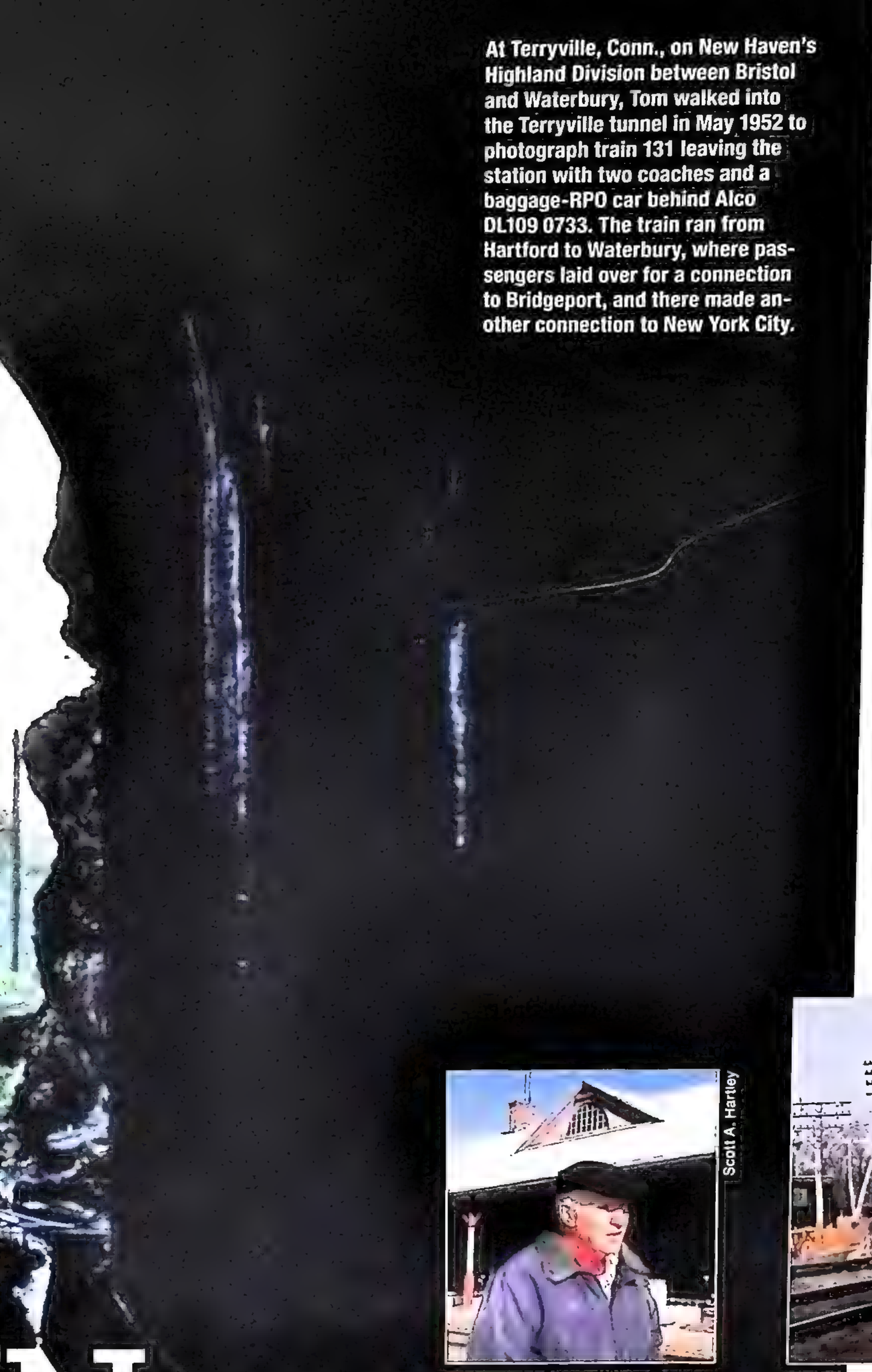
Consist notes: Bag=baggage car; K=combine (combination baggage-coach); C=coach; DP=diner-parlor. EB, WB=eastbound, westbound. Source, Robert R. Malinoski notes.

Great Photographers

Thomas J. Mc

a color action

Namara, pioneer



At Terryville, Conn., on New Haven's Highland Division between Bristol and Waterbury, Tom walked into the Terryville tunnel in May 1952 to photograph train 131 leaving the station with two coaches and a baggage-RPO car behind Alco DL109 0733. The train ran from Hartford to Waterbury, where passengers laid over for a connection to Bridgeport, and there made another connection to New York City.

Tom's favorite train-watching location, from boyhood to now, is the old New Haven station at Berlin, Conn. On an afternoon in 1960 (above), Alco PA1 0770, in the "McGinnis" color scheme, left Berlin with a short southbound train from Springfield, Mass., to New Haven. This was near the end of passenger service for the road's 27 PA's, as NH's second order of 30 FL9's was coming from EMD. On February 19, 2005 (small photo, left), Tom was waiting to watch an Amtrak train.

With his late friend Kent Cochrane, they gave the New Haven Railroad saturation photo coverage, and did so at a critical time

By Scott A. Hartley
Photos by Thomas J. McNamara

Perhaps no photographer is better known for his comprehensive coverage, in color, of the New Haven Railroad than Connecticut native Thomas J. McNamara. Many rail photographers elsewhere ignored early diesels in favor of vanishing steam, and others grudgingly accepted the newcomers—but recorded them on black-and-white film. Tom was among a select group of southern New England photographers who broke many conventions of the 1950's, embracing diesels (as well as New Haven's extensive electrified operations, and the surviving steam on other Northeastern roads). Further, he shot color transparency film—that is, slides.

Among his contemporaries who also shot color in the region were T. J. Donahue, Art Mitchell, Bill Clynes, and John Wallace. They skipped the standard large-format cameras then favored by

New Haven EP-4 class electric locomotive 362, one of six built by GE in 1938, rolls a long eastbound train at Sherwood Island, Conn., in early 1960. These streamlined motors were contemporaries of Pennsylvania's famous GG1's, but all were retired by the early 1960's. Looking almost bucolic in the background is the new Connecticut Turnpike, which quickly contributed to major New Haven passenger losses. Today this busy section of Interstate 95 experiences gridlock daily.

Back-to-back EMD FL9's depart Windsor Locks, Conn., with a New York-Springfield train on a June 1961 afternoon. NH's 60 FL9's, built 1956-1960 painted in the fancy new "McGinnis" red, black, and white livery, could operate as electric locomotives in New York City's tunnels and as diesels everywhere else. Their acquisition permitted large-scale retirements of older electric and diesel motive power.

the pros, instead using early Kodachrome in 35mm cameras. All produced many memorable images, but setting Tom apart from his contemporaries was his systemwide coverage of the New Haven. More significant was his pioneering use of telephoto lenses to produce dramatic head-on views of fast-moving trains.

Tom McNamara was born in 1927 in New Britain, Conn., 9 miles southwest of Hartford. New Britain was (and still is) known as the "Hardware City," and Tom's father worked in one of the region's many factories. Following high-school graduation, Tom worked for the giant Fafnir Bearing Co. before completing Morse Business School in 1948, upon which he began a 41-year career with Hartford insurance giant Aetna Life & Casualty.

New Britain was on the New Haven's former Highland Division, once part of predecessor New York & New England. Tom recalls seeing freight trains running between Hartford and the New Haven's western gateway at Maybrook, N.Y., behind the railroad's low-drivered 2-10-2's. Other freights connecting Hartford, Waterbury, and Bridgeport rated 4-8-2 Mountain types. New Britain's factories warranted switchers on two shifts, usually 0-6-0's, until they were replaced by the railroad's tiniest diesels, General Electric 44-tonners. Even more action could be found at nearby Berlin, Conn., on NH's busy Springfield, Mass.-New Haven line, to whose station young Tom often rode his bicycle to watch trains.

Pupil McNamara, teacher Cochrane

Tom liked trolleys as well as trains, and this led to his first step toward becoming a great photographer. He met Kent Cochrane, another young New Britain railroad and trolley enthusiast, on a trolley excursion in New Haven in 1945. During the next few years, Kent quickly became an accomplished photographer, shooting the twilight of New Haven steam with a 4x5 Speed Graphic press camera. Tom soon began joining Kent on trips all over the NH system, at a time when diesels were rapidly forcing steam into retirement. Although Tom began his own photography in 1945, his early work was with cameras with slow shutter speeds, limiting pictures of trains in action. By the late 1940's, Kent had begun shooting some 35mm Kodachrome, and Tom quickly followed his friend and rail travel companion to color. "I was in effect a pupil, although Kent didn't consider himself a teacher," Tom says today.

Thomas J. McNamara

While many photographers of his era were ignoring early diesels, Tom photographed whatever the railroad sent his way. He certainly didn't realize how rare this shot of the first of the New Haven's 10 "Loewy-style" Fairbanks-Morse H16-44's, running on the New Hartford branch in Connecticut in September 1954, would be a half-century later. The branch line, the locomotive, and the New Haven Railroad itself are all long gone.

Thomas J. McNamara

We're at Hampton, Conn., on September 4, 1954, looking along RS3 551 from the walkway on sister 549, assigned to the Putnam local freight. With its switching here done, the train waits on the siding for the passage of Highland Division passenger train 121, the westbound *East Wind*, behind DL109 0749.

A matched green Alco FA1/FB1 duo leads a westbound freight on NH's Highland Division near Tom's New Britain home in September 1952. A brakeman from the local freight, whose orange Alco RS is switching Cooke's Quarry, gives a highball to the road freight's engineer. The lead FA, 0401, is preserved and is being restored for operation by the Railroad Museum of New England.

An RDC3 meets DL109-powered varnish at Douglas, Mass., on the Boston-Putnam, Conn., route, on September 2, 1954. NH called its 40 standard RDC's "Shoreliners"; in the U.S., only B&M had more.

On July 18, 1957, DL109 0743 passes a pile driver at work south of Neponset, Mass., with an Old Colony line train bound for Cape Cod. Behind the Alco is an unusual consist: an RDC4, a baggage car, two coaches, an RDC1, and an RDC2. It's likely the two rear RDC's will drop off at Buzzards Bay and proceed due south to Woods Hole, while the diesel and other cars turn east for Hyannis.

rana's base[illegible] help but be impressed by [illegible]iority of color." His first color efforts were with 828-size Kodachrome using an adapter on his Kodak Tourist camera, and he captured some of the final days of New Haven steam before the road dropped the last fires in 1952. By then, he had converted to 35mm, with a new Kodak Retina. Two years later, he acquired a single-lens-reflex Practika, and this would prove to be the beginning of McNamara's most prolific period.

Tom wasn't satisfied with the quality of Practika's "standard" 50mm lens, but a 135mm substitute offered superior optics. Tom's most memorable images of the New Haven were shot with this Practika/135mm combination in the late 1950's. Tom says now that he made the lens choice based on the dramatic quality of photos. But there were other reasons. In that era, Kodachrome was rated at what today seems a glacially slow ASA speed of 10. Limited maximum apertures of even the best standard 50mm lenses of that time necessitated slow shutter speeds, and blur was common in Kodachrome images of fast-moving trains. Early on, Kent and Tom realized that the 135mm lens offered a much better chance of freezing the action, particularly when shooting a train head-on. And he and Kent went out to shoot only on sunny days, Tom recalls now.

With today's improved optics, larger maximum apertures, and higher-speed, low-grain films, Tom's and Kent's accomplishments may not seem particularly impressive. But if you look through the multitude of 1950's color-photo books on the market today, you will find that little of others' action work of that era matches the sharpness that Tom attained.

'These guys were everywhere'

It is not an exaggeration to say that these guys were everywhere on the 1950's New Haven, and they covered every inch of the system at a crucial time. The railroad was in its final years of solvency, and the bright red, white, and black schemes introduced by NH President Patrick B. McGinnis were spreading quickly to rolling stock.

Tom and Kent didn't miss much. They were there on summer afternoons to record aging Alco DL109's and RS2's on "Old Colony" commuter trains south out of Boston before that service was abandoned in 1959. Matched four-unit sets of Alco FA's and FB's ruled the mountainous Maybrook freight route, and the two friends spent autumn days shooting these diesels, which had dis-

Thomas J. McNamara

Until its final locomotive orders in the mid-1960's, all New Haven road-switchers came equipped with steam generators for passenger service. The 15 Alco RS11's of 1956 (and the simultaneous EMD GP9's and FM H16-44's) were no exception, and Tom caught three of the Alcos hustling a long westbound Shore Line train at Leetes Island, Conn., in summer 1957. The large number of express, mail, and baggage cars up front was typical of the road's secondary trains.

Tom McNamara and his friend Kent Cochrane took advantage of a sunny St. Patrick's Day 1957 to spend several hours along NH's Shore Line in eastern Connecticut. From the top of a cut, they shot this pair of Alco PA1's, the lead one in "McGinnis" colors, sweeping through Leetes Island with a fast westbound. In the 1990's, Amtrak electrified this New Haven-Boston segment of the Northeast Corridor.

Tom was on hand to record some of NH's final steam excursions, which utilized its newest Pacifics, class I-4's built by Alco (Schenectady) in 1916. I-4 No. 1388, resurrected from the scrap line for this very last NH steam run on a rainy April 27, 1952, is looking good at the railroad's big Cedar Hill Yard north of New Haven.

placed the New Haven's 0-2's.

Fairbanks-Morse C-Liners were still busy on the Springfield-New Haven line, while PA1's were having their final flings on the best Shore Line varnish. Brand-new EMD FL9's and modern road-switchers were coming on-line, and Tom and Kent shot them, too. The dual electric/diesel FL9's would displace much of the New Haven's fleet of electric motors, and Tom and Kent were on the "West End" shooting EP-5 "Jets" and older green "Westinghouses" and GE "Flatbottoms" on passenger trains, plus streamlined World War II-era EF-3 motors on long freights.

Tom also visited the storied Berkshire Line up to Pittsfield, Mass., with its Alco RS3's, and shot the same diesels hustling weekend baseball specials bound from Connecticut to New York. New Haven operated branches just about everywhere in southern New England, and we all can be grateful that Tom was in the right places at the right times. As Tom focused on color slides, Kent had moved on to 16mm color motion pictures, and some of his fine footage has been made available commercially in recent years.

The two friends found time on several occasions to visit locations beyond their hometown New Haven Railroad, notably the Pennsylvania Railroad's famous Horseshoe Curve and the New York Central's "Water Level Route" in New York state. These destinations provided opportunities for them to capture in color the steam that they had nearly missed at home.

In 1955, Tom married May Flynn. They have two sons, Patrick and John. John, continuing the McNamara tradition, is a railfan, and he and his three sons continue to include Tom on day trips to photograph and videotape the action on Northeastern main lines.

Poor health put an end to Cochrane's traveling beginning in the early 1960's, and he died prematurely, in 1967 at age 42. Tom inherited his close friend's photo collection and has made it available for publication. In the years before widespread use of color in magazines and books, Tom's credit line usually was attached to Kent's classic New Haven black-and-white steam images: "Kent Cochrane; collection of Thomas J. McNamara." It was only when color publications became common in the 1980's that the rail-enthusiast world would begin to see Tom's own work.

"Generosity" is a word that summarizes Tom McNamara's attitude regarding his amazing photo collection. For many years, Tom's color work dominated the covers of New Haven Rail-

Thomas J. McNamara

Although Tom is best known for his New Haven Railroad scenes, he did occasionally venture beyond NH territory. On a 1951 afternoon he was at Breakneck Ridge, N.Y., on New York Central's Hudson Division as one of its famed 4-6-4 Hudson types hustled a westbound passenger train up the east bank of the river to Albany.

One of Tom's favorite non-New Haven Railroad railfan destinations, from the 1940's through the Conrail era, was the Pennsylvania Railroad's Horseshoe Curve just west of Altoona, Pa., and while he may have missed shooting color slides of the glory days of New Haven steam, he saw plenty of steam on the Pennsy. On a September 1952 afternoon, PRR I1s 2-10-0 4278 is working hard around the Curve on the 12-mile climb to Gallitzin.

Four Erie Railroad F units led by F3 7144, a former New York, Ontario & Western unit, roll a hot piggyback train east through Mahwah, N.J., in July 1961. Only the renumbered diesels reveal that this photo was taken after the Erie's October 1960 merger with the Lackawanna.

road [illegible] Association's [illegible] magazine and annual calendars. Since then, his photos have appeared prominently in several books on the New Haven, and more recently in CLASSIC TRAINS and TRAINS magazines.

A broader recognition of McNamara's accomplishments came in 1998 with the release of Jeremy G. Plant's *New Haven Trackside with Thomas J. McNamara*, a 128-page all-color book published by Morning Sun Books, Inc.

Life after the New Haven

Even after the New Haven's glory days were over, Tom didn't retire from photography. After his outings with Kent Cochrane ended, Tom continued to make regular photo trips, well into the Conrail era, to Horseshoe Curve and to the former NYC's Mohawk Division, with friend Gordon McCann. Tom also continued to shoot the evolution of the old New Haven lines following the railroad's inclusion in Penn Central, and through the many phases of short lines assuming operations of several former NH lines.

Tom and May still live in the house near New Britain where they raised their family. An upstairs room, dedicated to Tom's book and photo collections, is dominated by a huge Kent Cochrane photo of one of the New Haven's streamlined I-5 Hudsons and accented by color prints of paintings by NH artist William Dulmaine. Decades of slides kept in Airequipt projector cartridges are neatly labeled for a variety of subjects. A Tom McNamara slide show continues to be a remarkable treat for any Northeastern railfan. And oh, yes, tucked in a corner of this room is a Canon SLR with a 135mm lens mounted on it, showing that some long-standing traditions cannot be changed.

As a longtime member of the Branford Electric Railway Association, which has a museum on Connecticut's shoreline, Tom since his retirement has put in many hours as a motorman on the museum's large trolley fleet. He has come full circle, from riding trolley excursions 60 years ago to running the historic cars in the 21st century.

Tom's favorite train-watching spot remains the former New Haven station at Berlin, which he frequently visited in his youth and then photographed as an adult. Even today, he regularly takes a four-mile walk that brings him past the station, where Amtrak trains still stop, and Guilford and Connecticut Southern freights pass. But he confesses that these days, he usually doesn't take his camera along.

Augmenting on SP's Coast Division

For a locomotive fireman, extra-board pay was better, and the assignments were more interesting

By Bob Freese

Don Ollis

Southern Pacific 2-6-0 Mogul type locomotive 1817, not unlike the one author Bob Freese and an aged engineer used to track down a caboose at San Luis Obispo in 1952, works the yard at Santa Barbara, the southern terminal for Freese on a memorable night road freight run.

Working as a "no seniority" fireman on the Southern Pacific's Coast Division in San Francisco in the early 1950's could only be described as a labor of love. I'd always wanted to work in engine service on the "Espee" since I was a kid growing up in Redwood City, which was from 1941 until I graduated from high school in 1949.

After a short stretch in the Navy, I was able to achieve my dream and was hired as a fireman in 1951. The line through Redwood City was busy, with three dozen commute trains each weekday, plus local freights, mainline freights, and long-haul passenger trains every day, including the famous *Daylight* streamliners.

When I hired out, about the only engine types I would see were 0-6-0's and 2-8-0's in yard service. San Francisco had three main yards: Mission Bay, which was home to almost all the 0-6-0's and had a roundhouse for the passenger engines; Bayshore, which mostly had 2-8-0's and a few Alco diesel switchers; and South San Francisco, which had three diesel switchers to serve the industrial customers in the area. These switch-engine jobs were boring, offering little or no opportunity to hone your skills in firing a locomotive. The only diversion was that, as you got to know some of the hoggers, they would occasionally let you run the engine, and that was great.

Another diversion was hostling at the roundhouses, which did provide me with an occasional challenge. Once I had to move an old "flat-faced" cab-forward onto the Bayshore turntable, and the engine was so big that it cleared onto the table by about 6 inches, which I am proud to say I executed on my first attempt. The later cab-forwards were too big for the turntable, so they had to be run to the wye near the San Francisco passenger station at 3rd and Townsend streets. This was an almost 10-mile round trip, which I thoroughly enjoyed.

I had to stick it out on the extra board, though, as the pay for 8 hours on a switch engine was $12.48, but if you started another shift within 22½ hours, you got time-and-a-half for that shift. After every shift, you went home and sat by the phone waiting for your next assignment, so sleep was hard to come by. I soon learned that if you tied up for a 10- or 12-hour rest after a shift, you might get lucky and snag a "chain-gang" freight assignment, or maybe a local freight. Most locals were 12- to 15-hour jobs on which you spent much of the time "on the spot" with nothing to do. Despite all the lousy hours and boring jobs, though, I still loved railroading, with the exception of the 5- or 6-month layoff that would come every winter.

Another disadvantage of working the extra board was having to "augment" (fill in on) the extra boards down in San Jose, Watsonville, or San Luis Obispo. These augments were usually for seven days, but there were rewards, such as the chance to work mainline and local freights. My first augment was to "SLO," where I spent the first 48 hours sitting in my hotel room (which I had to pay for) until I got a call for the "Eastbound Zipper," a fast overnight freight between San Francisco and Los Angeles.

Our run was from SLO to Santa Barbara, leaving around 2 a.m. When the train arrived from San Francisco, the 4-8-4 that brought it in was removed to return west, and we took a 4-8-2. The hogger was a nice guy, recently promoted and very friendly. The head brakeman, on the other hand, was a cranky "old head" who distrusted young engine crews, so he watched me like a hawk. His distrust stemmed from an incident in which his train's engine apparently ran low on water in the boiler, melting a fusable plug in the

crown sheet, which filled the firebox and cab with steam and scalding water. This brush with a boiler explosion disabled the engine and scared the brakie half to death.

We left SLO on time and within minutes had reached our allowed speed, which I recall was around 60 mph. We were only 8 or 10 miles into the trip when suddenly a small explosion occurred. The cab filled with steam, and all the lights went out. The head brakeman screamed and yelled that he was going to bail out, but the hogger grabbed him and kept him from harming himself since we were still going at high speed.

The engineer made a service application on the brakes instead of "big holing it," which could have caused us to derail. When we stopped, the engineer reached up to the manifold and turned off one of the valves. He shut off the steam supply to the dynamo on the top of the boiler, which was the source of the problem—the supply pipe had burst. In those days we had no radios, so the engineer walked up the track for almost a mile and found a company phone, which he used to call the SLO roundhouse and ask for another locomotive. He was told they had no other engines and to take ours the rest of the way. Since we were a first-class train, all other trains ahead of us or coming west toward us would be in the siding until we passed.

Since we had no electricity, our train indicator lights were not lit, so they could not identify us to another train in the darkness of night. Nevertheless, away we went, making up almost 30 minutes of the time we'd lost, passing numerous trains sitting in sidings. We reached Santa Barbara just as dawn was breaking. As I recall, the crusty old head brakeman never said another word for the rest of that trip.

Fred Matthews Jr.

Most of the engines Freese saw while on the extra board were switchers, such as this 0-6-0 at 16th Street Yard in San Francisco in November 1949, three years before Freese hired out.

My next augmenting assignment was in 1952, shortly after the disastrous earthquake in Tehachapi that shut down the San Joaquin main line linking northern and southern California. This disruption left our Coast Division as the only railroad option, and it was the busiest time of the year.

The Coast Division was overwhelmed, so SP borrowed some train and engine employees from the closed divisions, including a few firemen from the Santa Fe. I was sent to Watsonville for a week; it was harvest time for the fruits and vegetables, and the terminal was overworked and understaffed.

My first call was for an extra switch job. I arrived at the roundhouse about noon and was assigned to an ancient 2-6-0 Mogul which had probably been stored and brought out for the rush. The engineer was a very old man who several years before, for health reasons, had been demoted to yard fireman. Owing to the emergency and seasonal rush, someone had decided to allow him back on the right side. This turned out to be a mistake.

We moved our engine out and picked up our three-man train crew. Our first assignment was to pick up a caboose which had arrived on a freight. It was sitting at the end of a long track about a mile away. As was true of many yard tracks, this one was not built for speed.

As we started down the long track, the caboose was only a speck in the distance. The switchmen were standing on the engine's front footboards, and as we picked up speed, the 2-6-0 started rocking noticeably. As we got closer to the caboose, I was watching the hogger. He was trying to reach the throttle, but his hands and arms were shaking and twitching, so by the time he was able to close the throttle, we were only a few car-lengths from the caboose. The switchmen bailed off the engine just as the old engineer applied the independent brake valve, and we made a violent coupling.

Fortunately, the knuckles coupled and we didn't knock the caboose clear to Gilroy. When we finally stopped, the switchmen, who were now several car-lengths behind the engine, walked up to my side of the cab and one asked me if I knew how to run an engine. I assured them that I did, so they went around to the other side and asked the engineer if he would mind if I ran the engine the rest of the shift. He readily agreed. I finished the shift with no problems, but I later heard the caboose suffered damage to its interior. ■

The Buffalo Shuffle

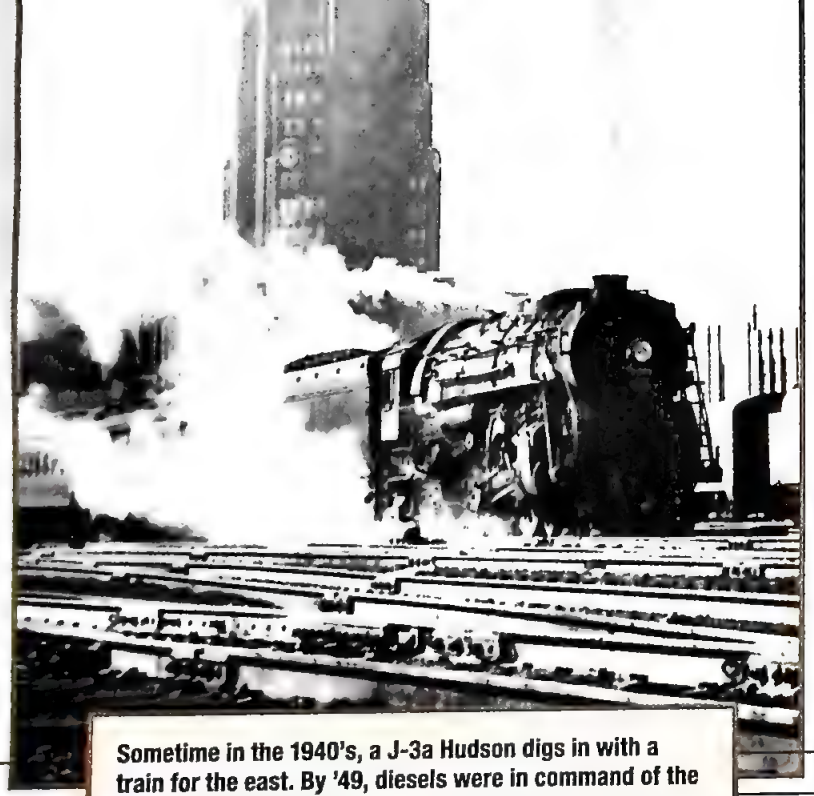
By Bob Chambers

The New York Central performed miracles at Buffalo Central Terminal, which hosted nearly four dozen passenger trains each night in 1949. In a little over 8 hours, switch crews juggled nearly 100 Pullmans, coaches, diners, and other cars among 30 trains. A diagram of all the moves takes up three full pages!

Oh, to be in Buffalo, at the New York Central terminal on, say, a night in 1949. Delivery of the Central's "Great Steel Fleet" of postwar passenger cars has just been completed, allowing the substantial re-equipping of the road's legion of east-west trains. Most run overnight between East Coast and Midwest cities, so sleeping cars figure large in the nocturnal operations at NYC's Buffalo Central Terminal.

Nowhere else in the U.S., in fact, do so many sleeping-car trains converge on a terminal in the middle of the night, get pulled apart by switch engines, have cars added and/or subtracted, and go on their way. NYC switching crews perform a miracle here each night, as 44 trains use the terminal, nearly all station. Next to arrive are three through trains, the *Interstate Express* (46), *North Shore Limited* (39), and *New York Special* (44), and all have cars to drop and to pick up. Nos. 46 and 44 even trade cars with each other!

Adding cars to the mix are trains that terminate from Pittsburgh and Niagara Falls. These first six trains drop a total of 13 cars and pick up 12 (not counting the cars that terminate). Buffalo is one of the rare NYC terminals also served by rival Pennsylvania Railroad, and in the middle of this action the PRR's overnighter to Washington, D.C., the *Dominion Express* (574), departs by backing westward to a trailing-point PRR connection at 10 p.m. This first flurry of activity is over when NYC's *New York Special* leaves at 10:25 after a 30-minute stop.



Sometime in the 1940's, a J-3a Hudson digs in with a train for the east. By '49, diesels were in command of the Central's top trains here, but lesser runs still got steam.

of them with sleeping cars. Thirty-one of the 44 are through trains, 17 of which set out and/or pick up cars. An additional 13 trains originate or terminate at Buffalo, all but one with cars to or from the through trains. In all, 47 sleeping cars, dining cars, coaches, or lounge cars are pulled from the trains, and 50 of a similar assortment are added.

Four trains trade cars with three others, seven with two others, and the rest with one train. All this occurs in 8 hours 11 minutes!

Why is Buffalo so busy? It is a focal point on the New York Central System. From the southwest and west, trains arrive from Pittsburgh, Cleveland, Cincinnati, St. Louis, and Chicago. From the west and northwest they come through Canada from Detroit and from Toronto. From the east, trains come from Boston, New York City, and Syracuse (with cars from Massena, N.Y., and Montreal). Yes, Buffalo handles sleeping cars from Canada in both directions.

Adding to the terminal's congestion is the fact that it lies about halfway between New York and Chicago, which means that all trains, even the *20th Century Limited*, *Commodore Vanderbilt*, and others with no official Buffalo passenger stop, pause here for servicing.

Activity is heaviest between 11 p.m. and 1 a.m., when 20 trains use the facilities. During those hours, the Central's switch crews have to perform one of their best moves. The *Ohio State Limited* (train No. 16) drops two sleepers for Boston and picks up five bound to New York from Toronto—and does this in 14 minutes, shortly after midnight.

The action at Buffalo really begins at 9:15 p.m. with the arrival of the *Toronto-Buffalo Express* (No. 380) from Canada, with a sleeper for Boston and a coach for New York. Because it also terminates, crews must deal with a diner-lounge, coaches, and the road power. The crews can't dawdle, because in the next 45 minutes six more trains will use the

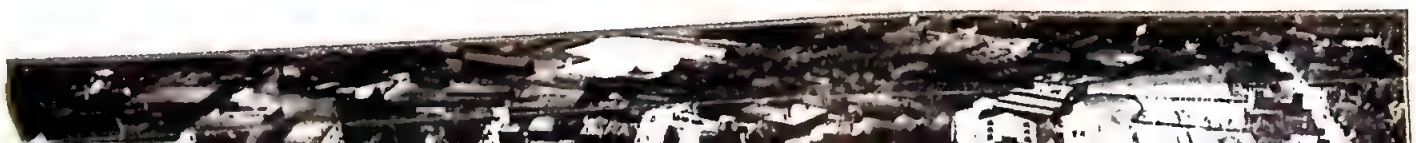
Another flurry of activity takes place toward dawn, after the 4:35 a.m. arrival of the *Pittsburgh-Buffalo Express* (272), with a sleeper and sleeper-buffet for Toronto. Another Toronto-bound sleeper has been sitting around the station for almost two hours since its 2:40 arrival on the *Knickerbocker* (24) from Cleveland. Then at 4:45, the *North Star* (21) from New York shows up with six more cars for Toronto: five from New York and one it picked up in Albany that came from Boston. These nine cars are assembled quickly for the *Ontarian* (371), departing for Toronto at 5:01. Not a bad 26 minutes of work!

With all of this switching of cars going on, we can only assume that, no matter how careful they are, a switching crew can make a mistake. A car put on the wrong train could have you waking up in Cincinnati instead of Boston, for instance. Worse yet, if you are in the wrong car at the wrong time . . . well, just how would you explain to your spouse why you were in Pittsburgh, not Detroit, with only your pajamas? Things like that must happen sometimes.

Some of the cars have to be exchanged very quickly, which could be a cause of a switch crew's mistake. The fastest switching is the 10-minute move of two Detroit-Boston sleepers arriving at 9:55 on the *New York Special* (44), that must be put on the *Interstate Express* (46) for its 10:05 departure.

There are also car moves that take an extremely long time. Consider the Pittsburgh-Albany sleeper that arrives at 9:35. It will not leave until 2:50 a.m.—5 hours 15 minutes later—on the *Knickerbocker*. Other Pullman patrons who have a lot of time without *clickety-clack* are those on the Cleveland-bound sleeper off the *Ontarian*. Between their 11:45 p.m. arrival at Buffalo and their 4:25 a.m. departure on the *Cleveland Limited*, they have 4 hours 40 minutes to sleep, or perhaps watch all that switching just outside their window.

Despite the chance for error or missed connections, operations must have proceeded smoothly most nights. The Central's schedules in Buffalo changed only in minor detail for many years, indicating that this level of



The Buffalo Shuffle

By Bob Chambers

The New York Central performed miracles at Buffalo Central Terminal, which hosted nearly four dozen passenger trains each night in 1949. In a little over 8 hours, switch crews juggled nearly 100 Pullmans, coaches, diners, and other cars among 30 trains. A diagram of all the moves takes up three full pages!

Sometime in the 1940's, a J-3a Hudson digs in with a train for the east. By '49, diesels were in command of the Central's top trains here, but lesser runs still got steam.

Oh, to be in Buffalo, at the New York Central terminal on, say, a night in 1949. Delivery of the Central's "Great Steel Fleet" of postwar passenger cars has just been completed, allowing the substantial re-equipping of the road's legion of east-west trains. Most run overnight between East Coast and Midwest cities, so sleeping cars figure large in the nocturnal operations at NYC's Buffalo Central Terminal.

Nowhere else in the U.S., in fact, do so many sleeping-car trains converge on a terminal in the middle of the night, get pulled apart by switch engines, have cars added and/or subtracted, and go on their way. NYC switching crews perform a miracle here each night, as 44 trains use the terminal, nearly all of them with sleeping cars. Thirty-one of the 44 are through trains, 17 of which set out and/or pick up cars. An additional 13 trains originate or terminate at Buffalo, all but one with cars to or from the through trains. In all, 47 sleeping cars, dining cars, coaches, or lounge cars are pulled from the trains, and 50 of a similar assortment are added.

Four trains trade cars with three others, seven with two others, and the rest with one train. All this occurs in 8 hours 11 minutes!

Why is Buffalo so busy? It is a focal point on the New York Central System. From the southwest and west, trains arrive from Pittsburgh, Cleveland, Cincinnati, St. Louis, and Chicago. From the west and northwest they come through Canada from Detroit and from Toronto. From the east, trains come from Boston, New York City, and Syracuse (with cars from Massena, N.Y., and Montreal). Yes, Buffalo handles sleeping cars from Canada in both directions.

Adding to the terminal's congestion is the fact that it lies about halfway between New York and Chicago, which means that all trains, even the *20th Century Limited*, *Commodore Vanderbilt*, and others with no official Buffalo passenger stop, pause here for servicing.

Activity is heaviest between 11 p.m. and 1 a.m., when 20 trains use the facilities. During those hours, the Central's switch crews have to perform one of their best moves. The *Ohio State Limited* (train No. 16) drops two sleepers for Boston and picks up five bound to New York from Toronto—and does this in 14 minutes, shortly after midnight.

The action at Buffalo really begins at 9:15 p.m. with the arrival of the *Toronto-Buffalo Express* (No. 380) from Canada, with a sleeper for Boston and a coach for New York. Because it also terminates, crews must deal with a diner-lounge, coaches, and the road power. The crews can't dawdle, because in the next 45 minutes six more trains will use the station. Next to arrive are three through trains, the *Interstate Express* (46), *North Shore Limited* (39), and *New York Special* (44), and all have cars to drop and to pick up. Nos. 46 and 44 even trade cars with each other!

Adding cars to the mix are trains that terminate from Pittsburgh and Niagara Falls. These first six trains drop a total of 13 cars and pick up 12 (not counting the cars that terminate). Buffalo is one of the rare NYC terminals also served by rival Pennsylvania Railroad, and in the middle of this action the PRR's overnighter to Washington, D.C., the *Dominion Express* (574), departs by backing westward to a trailing-point PRR connection at 10 p.m. This first flurry of activity is over when NYC's *New York Special* leaves at 10:25 after a 30-minute stop.

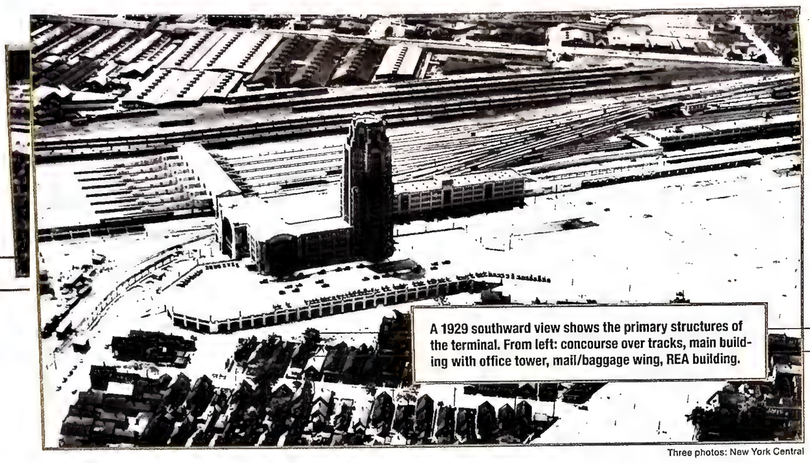
Another flurry of activity takes place toward dawn, after the 4:35 a.m. arrival of the *Pittsburgh-Buffalo Express* (272), with a sleeper and sleeper-buffet for Toronto. Another Toronto-bound sleeper has been sitting around the station for almost two hours since its 2:40 arrival on the *Knickerbocker* (24) from Cleveland. Then at 4:45, the *North Star* (21) from New York shows up with six more cars for Toronto: five from New York and one it picked up in Albany that came from Boston. These nine cars are assembled quickly for the *Ontarian* (371), departing for Toronto at 5:01. Not a bad 26 minutes of work!

With all of this switching of cars going on, we can only assume that, no matter how careful they are, a switching crew can make a mistake. A car put on the wrong train could have you waking up in Cincinnati instead of Boston, for instance. Worse yet, if you are in the wrong car at the wrong time . . . well, just how would you explain to your spouse why you were in Pittsburgh, not Detroit, with only your pajamas? Things like that must happen sometimes.

Some of the cars have to be exchanged very quickly, which could be a cause of a switch crew's mistake. The fastest switching is the 10-minute move of two Detroit-Boston sleepers arriving at 9:55 on the *New York Special* (44), that must be put on the *Interstate Express* (46) for its 10:05 departure.

There are also car moves that take an extremely long time. Consider the Pittsburgh-Albany sleeper that arrives at 9:35. It will not leave until 2:50 a.m.—5 hours 15 minutes later—on the *Knickerbocker*. Other Pullman patrons who have a lot of time without *clickety-clack* are those on the Cleveland-bound sleeper off the *Ontarian*. Between their 11:45 p.m. arrival at Buffalo and their 4:25 a.m. departure on the *Cleveland Limited*, they have 4 hours 40 minutes to sleep, or perhaps watch all that switching just outside their window.

Despite the chance for error or missed connections, operations must have proceeded smoothly most nights. The Central's schedules in Buffalo changed only in minor detail for many years, indicating that this level of activity was achievable every night. Just imagine: 44 trains, eight hours, hundreds of switching moves—and that's an ordinary night. Throw in a Buffalo snowstorm, trains with two or more sections, additional cars to switch because of holiday travel and, well, you get the picture. As the car-routing chart on the following pages shows, NYC crews performed miracles doing their Buffalo Shuffle.



A 1929 southward view shows the primary structures of the terminal. From left: concourse over tracks, main building with office tower, mail/baggage wing, REA building.

Three photos: New York Central

Platforms and tracks stand empty shortly before the terminal's June 22, 1929, opening. Two decades later, this area was a maelstrom of switching activity each night.

Shuffling in Buffalo

This chart shows 8½ hours on a typical night in early 1949 at New York Central's Buffalo Central Terminal. Thirteen trains terminated or originated there, and an additional 31 trains went through the station during this period. Seventeen of the through trains dropped off or picked up cars during their station stops. The remaining through trains all stropped in the station for crew changes, servicing, or inspection for periods ranging from 7 to 16 minutes.

The following note appeared in every NYC timetable of this era. "IMPORTANT NOTICE: New York Central System passenger trains are frequently operated in two or more sections." Now wouldn't that make the Buffalo Shuffle even *more* interesting?

Buffalo was a hot spot on the New York Central. Eastbound trains came from Pittsburgh, Cleveland, Cincinnati, St. Louis, Chicago, Detroit, Toronto, and Niagara Falls. Westbounds rolled in from New York City, Boston, Albany, and Syracuse.

RED indicates westbound trains
BLUE indicates eastbound trains
Car added to train
Car removed from train

BUFFALO CENTRAL TERMINAL

Eastbound

9:00 p.m.	TORONTO	380, *Toronto-Buffalo Express*
	CHICAGO	46, *Interstate Express*
9:30 p.m.	NIAGARA FALLS	246
	PITTSBURGH	284, *Pittsburgh-Buffalo Express*
	CHICAGO via DETROIT	44, *New York Special*
	CHICAGO via DETROIT	39, *North Shore Limited*
10:00 p.m.	WASHINGTON, D.C.	PRR train 574
10:30 p.m.	CHICAGO	66, *Advance Commodore Vanderbilt*
11:00 p.m.	CLEVELAND	58, *Cleveland Limited*
	ST. LOUIS	41, *Knickerbocker*
11:30 p.m.	CHICAGO	1, *Pacemaker*
	DETROIT	48, *Detroiter*
	ST. LOUIS	12, *Southwestern Limited*
	CHICAGO	65, *Advance Commodore Vanderbilt*
	NIAGARA FALLS	248
	CHICAGO	28, *New England States*
	TORONTO	382, *Ontarian*
	CHICAGO	67, *Commodore Vanderbilt*
12:00 mid	CINCINNATI	15, *Ohio State Limited*
	CINCINNATI	16, *Ohio State Limited*
	CHICAGO	27, *New England States*
	CHICAGO	68, *Commodore Vanderbilt*
12:30 a.m.	CHICAGO	25, *20th Century Limited*
	CHICAGO	2, *Pacemaker*
1:00 a.m.	CHICAGO	26, *20th Century Limited*
	CHICAGO via DETROIT	8, *Wolverine*
	CLEVELAND	98, *Paul Revere*
1:30 a.m.	DETROIT	33, *New England Wolverine*
	PITTSBURGH	279, *Buffalo-Pittsburgh Express*
2:00 a.m.	CHICAGO via DETROIT	17, *Wolverine*
2:30 a.m.	DETROIT	364
	CHICAGO	19, *Lake Shore Limited*
	ST. LOUIS	24, *Knickerbocker*
	DETROIT	47, *Detroiter*
3:00 a.m.	ST. LOUIS	11, *Southwestern Limited*
3:30 a.m.	CHICAGO	22, *Lake Shore Limited*
4:00 a.m.	CLEVELAND	57, *Cleveland Limited*
4:30 a.m.	PITTSBURGH	272, *Pittsburgh-Buffalo Express*
5:00 a.m.	TORONTO	371, *Ontarian*
	CLEVELAND	21, *North Star*
	CHICAGO	10, *Mohawk*
5:30 a.m.		

TORONTO–BOSTON
TORONTO–N.Y. coach
CHICAGO–N.Y.
NIAG. FLS.–CHI. buffet
N.Y.–BUFFALO Diner
N.Y.– BFLO. tavern–lounge
PITTSBURGH–BOSTON
PITT.–MASSENA
BUFFALO–CHICAGO
DETROIT–BOSTON
DETROIT–BOSTON
BUFFALO–BOSTON
BUFFALO–BOSTON
BUFFALO–MONTREAL buffet
DETROIT–BUFFALO diner
DETROIT–N.Y. for DL&W
N.Y.–BUFFALO observation
N.Y.–ST. LOUIS
BOSTON–ST. LOUIS
BOSTON–ST. LOUIS coach
NIAG. FALLS–N.Y.
NIAG. FLS.–N.Y. 6 bdrm. buffet
BUFFALO–CHICAGO
ST. LOUIS–BUFFALO diner
ST. LOUIS–BOSTON
BUFF.–CIN.
BOS.–CIN.
N.Y.–CIN.
TORONTO–N.Y.
TORONTO–N.Y.
TORONTO–N.Y.
TORONTO–N.Y.
TORONTO–N.Y.
NIAG. FALLS–N.Y.
CIN.–BOS.
CIN.–BOS.
CHI.–BOS.
DET.–BOS.
N.Y.–DETROIT from DL&W
BUFFALO–DETROIT
TOR.–PITT.
TORONTO–PITT.
MASSENA–PITT.
BOSTON–PITT.
BOSTON–PITT.
BOSTON–CHICAGO
BUFFALO–CLEVELAND
PITTSBURGH–ALBANY
PITT.–TOR. 6 bdrm. buffet
PITT.–TOR.
CLEVELAND–TORONTO
N.Y.–TORONTO
N.Y.–TORONTO
N.Y.–TORONTO
N.Y.–TORONTO
N.Y.–TORONTO coach
BOSTON–TORONTO
CHI.–BUFF.
DETROIT–N.Y.
BUFF.–N.Y. diner

Westbound

9:00 p.m.		
9:30 p.m.	39, *North Shore Limited*	NEW YORK
10:00 p.m.	46, *Interstate Express*	BOSTON
	44, *New York Special*	NEW YORK
	49, *Advance Knickerbocker*	NEW YORK
10:30 p.m.		
	41, *Knickerbocker*	NEW YORK
11:00 p.m.	82, *Genesee*	NEW YORK
	66, *Advance Commodore Vanderbilt*	NEW YORK
	1, *Pacemaker*	NEW YORK
	65, *Advance Commodore Vanderbilt*	NEW YORK
	58, *Cleveland Limited*	NEW YORK
11:30 p.m.	67, *Commodore Vanderbilt*	NEW YORK
	12, *Southwestern Limited*	NEW YORK
	48, *Detroiter*	NEW YORK
	15, *Ohio State Limited*	NEW YORK
	28, *New England States*	BOSTON
12:00 mid	27, *New England States*	BOSTON
	16, *Ohio State Limited*	NEW YORK
	25, *20th Century Limited*	NEW YORK
12:30 a.m.	68, *Commodore Vanderbilt*	NEW YORK
	169, *Buffalo Special*	SYRACUSE
1:00 a.m.	26, *20th Century Limited*	NEW YORK
	2, *Pacemaker*	NEW YORK
	8, *Wolverine*	NEW YORK
	33, *New England Wolverine*	BOSTON
1:30 a.m.	98, *Paul Revere*	BOSTON
	17, *Wolverine*	NEW YORK
2:00 a.m.		
	19, *Lake Shore Limited*	NEW YORK
2:30 a.m.		
	47, *Detroiter*	NEW YORK
	11, *Southwestern Limited*	BOS. and N.Y.
	24, *Knickerbocker*	NEW YORK
3:00 a.m.		
3:30 a.m.		
4:00 a.m.	22, *Lake Shore Limited*	BOS. and N.Y.
	57, *Cleveland Limited*	NEW YORK
4:30 a.m.		
	21, *North Star*	NEW YORK
5:00 a.m.		
	10, *Mohawk*	NEW YORK
5:30 a.m.		

Except where noted, all the cars switched were sleepers. Most were 10 roomette 6 double bedroom lightweights, but a great variety of types was handled.

The *New York Special* and the *Interstate Express* traded 15 cars with three other trains, including each other!

Of the 28 trains that required switching in Buffalo, 4 exchanged cars with 3 others, 7 with two other trains, and 17 with just 1 other train each.

One sleeper came off NYC 44 from Detroit and was transferred 3 miles to the Lackawanna Railroad's Buffalo station for forwarding to New York on a DL&W train.

Peak hours: 11 p.m. to 1 a.m., 20 trains!

The 14 platforms at the terminal could handle 10- to 14-car trains. Many of the trains considered here would push or exceed those lengths.

The *Ohio State Limited* drops off two cars for Boston, picks up five for Boston, and is off for New York in just 14 minutes!

When most of these trains were being switched they were also being serviced, changing crews, and passengers were getting on and off.

44 trains in 8 hours 11 minutes, including a gap of no trains for nearly an hour between 3 and 4 a.m., so let's say 44 trains in 7 hours. That means the terminal crews handled more than 6 trains an hour for most of the night!

The *North Star* arrives at 4:45 a.m. with six cars from Boston and New York for the Toronto-bound *Ontarian*, which departs just 16 minutes later.

Information from 1949 New York Central system public timetables and April 24, 1949, NYC Employee Timetable.

Chart developed by Bob Chambers; Illustration by Jay Smith
© 2005, Kalmbach Publishing Co., CLASSIC TRAINS

Rocketing on by

An Englewood interlude concludes with a close call

By J. David Ingles • Photos by the author

My dad, I, and three other fans from the Detroit area were headed for Davenport, Iowa, and a pair of Chicago, Burlington & Quincy steam excursions behind 2-8-2 4960. The date was Friday, May 19, 1961. We'd come over to Chicago on New York Central's noontime train out of the Motor City, No. 355, the *Michigan*. Since the NYC train was scheduled into La Salle Street Station at 5:10 p.m., and our train to Iowa, Rock Island No. 5, the *Des Moines Rocket*, was due out at 5:05, we detrained from the Central at Englewood Union Station to make the connection.

Fortunately, our scheduled 20-minute layover was extended to more than an hour because the *Rocket* was late getting out, for some forgotten reason. I say "fortunately," for at Englewood there was action aplenty during a weekday rush hour, the afternoon was sunny, and we had plenty of Kodachrome slide film.

I have no notes from this trip, but the first train I photographed was what I take from a 1961 *Official Guide* may be RI Suburban Line train 153, shortly before 5 p.m., with FP7 405 and five open-window commuter coaches. These cars, built by Standard Steel in the 1920's and now found on many tourist lines, were an RI mainstay. Next, at 5:01, was NYC 232, the first of the road's two little-remarked locals to Elkhart, Ind., really commuter schedules (232 ran daily except Sunday, while 210, 48 minutes later, ran Monday-Friday). It had E8 4079 and four ancient coaches. Later came both Pennsylvania Railroad "dummies," its commuter trains to Valparaiso, Ind. PRR 454, scheduled at 5:20, had four P70 coaches behind GP7 8586, and 35 minutes later, train 456 had two P70's behind RS3 8845. For a little while, I went up into the Pennsy's Englewood interlocking tower across the tracks. We shot the outbound *Broadway Limited*, the inbound *Pennsylvania Limited* running over an hour late, and more Rock suburban trains, some behind smoky RS3's. I spent most of the layover on the sunny side of things, south of the PRR's tracks and west of the Rock Island's.

I noticed that the RI trains which

Text continued on page 72

Consider the cacophony as two outbound Rock Island suburban trains clatter across half of Englewood's 16 diamonds. Steam-equipped RS3's in series 485-499 hauled the majority of these trains; here, 488 is on a 10-car train and 489 on a shorter one. From timetables, these may be 155, a Suburban Line express, and 223, a mainliner to Joliet; 155 will veer onto the Suburban Line at Gresham to serve the Beverly Hills stops.

LOCATION 3
109

ROCK ISLAND
405

A Rock Island suburban train with FP7 405 (left) led off the action. Next was New York Central local 232 to Elkhart, Ind. (top left). The *Pennsylvania Limited* (top), with two E7A's bracketing an E8A, was running over an hour late. Although 15 RS3's were RI's main suburban power, a few EMD's helped, including some of the 10 FP7's and 5 BL2's. As seen from PRR's tower (above), BL2 426 leaves Englewood with what is likely Suburban Line 157 as Dad (silver hair) and a Michigan friend watch from trackside. Our bags are to the right, under the umbrella shed.

Pennsylvania's two weekday-only "Valpo commuter" trains (above) both stopped at Englewood. First was 11-stops No. 454, behind GP7 8586, at 5:20; the faster No. 456 (7 stops), as seen from the tower, followed at 5:55 behind RS3 8845. Local people called these trains "the dummies"; their destination was Valparaiso, Ind., 43.6 miles from Chicago. The service lasted under PC, Conrail, and Amtrak; one train came off in 1986, the last one in May 1991.

The climax of it all (two photos at right) was when the *Des Moines Rocket*, Rock Island train No. 5, sailed right on past me before halting at Englewood. After a momentary panic, I was relieved when Dad popped open a vestibule door not far from my position, allowing me to get on board. The third unit in the consist is RI 622, the last as-built Alco DL109 in service.

Text continued from page 68

stopped at Englewood usually pulled up so the engine was at the home signal for the PRR diamonds. This must have been on my mind as I readied for our *Des Moines Rocket*. (It was more of a Rock Island, as in the Illinois city, *Rocket*, carrying a diner and a parlor that far, but only coaches beyond to the Iowa capital.)

Leaving my bags on the platform with Dad and our friends, I went back across the tracks to shoot No. 5 as it finally sailed into Englewood. The power was E8 644, an E7A, and a rarity, Alco DL109 622, which turned out to be the one and only as-built DL109 I photographed in action and the only one I ever rode behind. (Scrapped in 1962, it was the last "pure" DL109 in use anywhere; RI sister 621 was still around, and lasted longer, but it had been re-engined by EMD and nicknamed by railroaders "Christine," after the first American to publicly undergo a sex-change operation.)

I punched the shutter for the normal front three-quarter action shot of No. 5 (top right) and swung around for a going-away shot, concentrating on the 622. I didn't think about it for a few seconds, but there the train went, the engines "rocketing on by" the diamonds before they stopped, way to the south. At least nine cars separated diesels and coaches, and I was not at the lead locomotive's platform position, as I expected, but halfway back in the train! A long walk around the front or back lay between me and the platform.

Not to worry (though I did have a few anxious moments). As I pondered which end of the train to try to head for to get around to the platform side, there appeared Dad, popping open a coach vestibule door and trap on my side, not too far from where I stood. He worked for the Detroit, Toledo & Ironton at the time, and so might have spoken to the conductor or a trainman on No. 5 to

identify himself as someone who knew how to open a trap, or to explain the situation. Then again, he may have just "gone ahead and done it." (Had I missed No. 5, the Rock offered two more trains that evening to Davenport, nameless No. 39 at 8:20 and No. 9, the *Corn Belt Rocket*, at 10 p.m.)

At any rate, when No. 5 pulled out of Englewood a minute or two later, I not only had a rare DL109 action photo locked away, but I and my gear were safely aboard, riding behind that Alco. Ahead lay an enjoyable weekend in western Illinois on some obscure CB&Q lines behind the 4960, courtesy of the Iowa Chapter of the National Railway Historical Society. That outing would conclude with our fan-trip consist tacked onto the back of a scheduled Burlington passenger train from Galesburg, Ill., to Chicago's Union Station, so no Englewood interlude awaited us on our return to Detroit. ■

BIRD'S-EYE VIEW

Santa Fe in three states

Albuquerque, N.Mex., Shops

The Santa Fe established a major shop complex at Albuquerque to maintain and repair steam locomotives. At their peak in 1940, the shops were one of the city's largest employers, with 1787 workers. The shops declined as the Santa Fe dieselized, and, as the road's last steam backshop, performed their final locomotive work in March 1954. The facility then became the system's Centralized Work Equipment (CWE) shop, but never employed more than about 200. The roundhouse closed in 1970 and was used to store Santa Fe's collection of historic locomotives until 1986, when they were moved to Sacramento, Calif. The CWE shop closed in the early 1990's. Most buildings still stand, vacant, except the roundhouse (razed 1987) and the power house (1984). The railroad no longer owns the property; reuse of the buildings is being explored. The photo appears to date from between late 1942 and 1949.

Photo: Santa Fe. Research: John Moore.

1 35-stall concrete roundhouse, built 1915
2 120-foot turntable, installed July 1942
3 Water tanks
4 Power house, built 1914-15
5 Lavatory
6 Welding and babbit house
7 Storehouse, built 1914-15
8 Machine shop, built 1921
9 Erecting bay, 29 tracks
10 Transfer table (not visible)
11 Boiler shop, built 1922-23, 19 tracks
12 Blacksmith shop, built 1916
13 Tender repair shop, built 1924-25
14 Sheet metal house
15 To Albuquerque passenger station
16 To Isleta, Dalies, and Belen
17 Commercial Street S.E.
18 Second Street S.W.
19 From top: 3800-class 2-10-2, 2-8-2 No. 3200, 2-10-2 No. 3815
20 Unidentified oil-fired 4-6-2

BIRD'S-EYE VIEW

N

8

7

6

5

4

3

The *Tulsan* in Oklahoma

Santa Fe's *Tulsan*, trains 211-212, began operation in the late 1930's, and from its inception was a lightweight, diesel-powered train. It ran between Tulsa, Okla., and Kansas City, with through chair-car service to Chicago via train 12, the *Chicagoan*. This service continued until trains 11-12 were withdrawn in spring 1968. The *Tulsan* continued to run until Amtrak. Pictured near Collinsville, Okla., in 1949 is the eastbound *Tulsan*, No. 212, powered by Pacific 3448, one of two engines of its class rebuilt with roller bearings. This engine was normally assigned to Tulsa-K.C. trains 47-48, the *Oil Flyer*, and served as protection power for the *Tulsan*. In this view, the Pacific is apparently substituting for the regularly assigned E unit. The consist is fairly typical for the 1949-55 period; all cars are pre-World War II stainless-steel lightweights except for the fourth, a heavyweight cafe-lounge. (There were only two of these cars, 1515 and 1516. According to Santa Fe records, only the 1516, which was assigned to the *Tulsan*, was painted silver with "shadowlining" to simulate fluted stainless steel.) The train's rear two cars, a chair car and a parlor-observation, will provide the through service to Chicago. No. 212 was scheduled to leave Tulsa at 7:05 a.m. and arrive K.C. at 11:50 a.m.

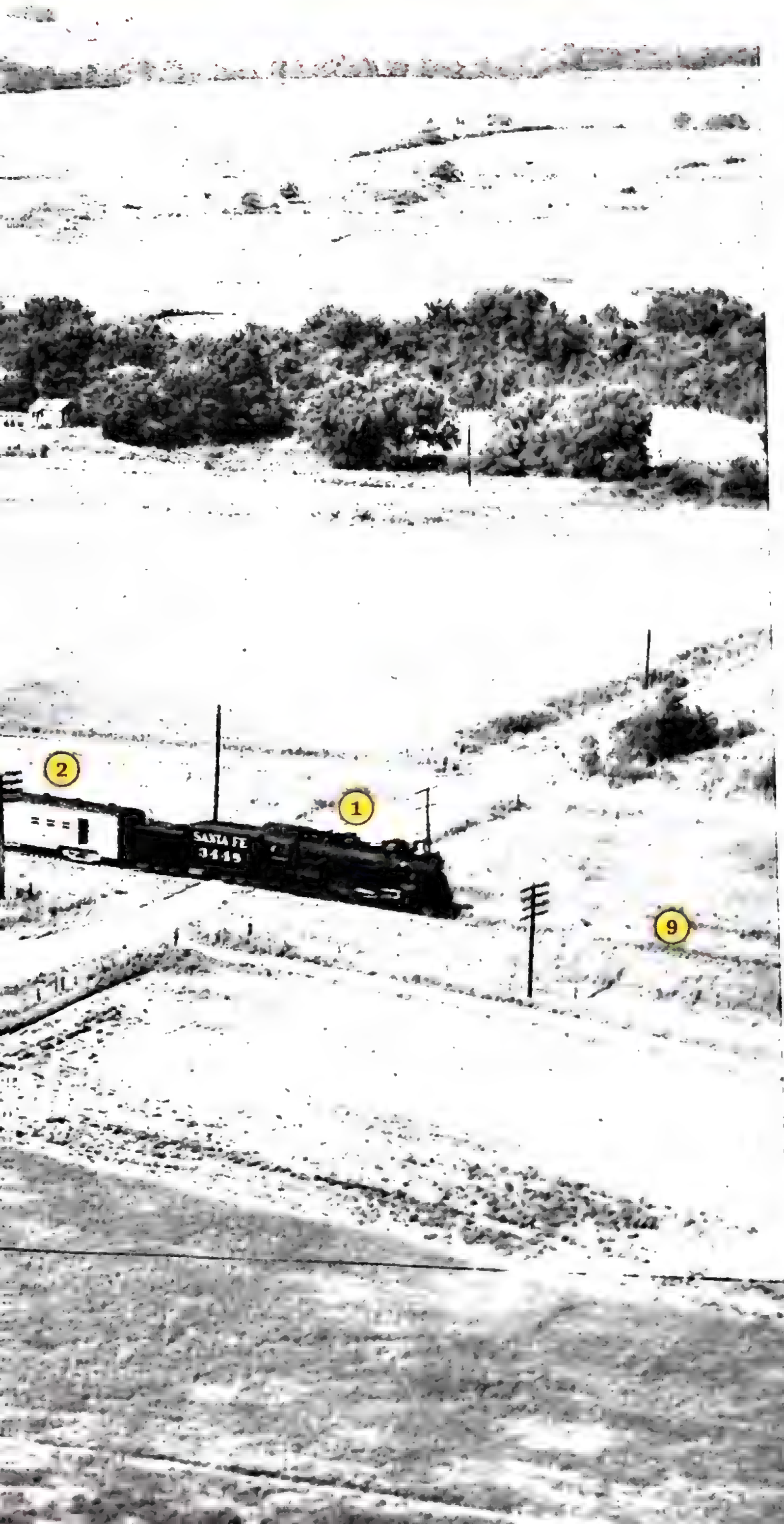


Photo: Royce Craig, Tulsa Tribune. Research: Chuck Hitchcock

1 4-6-2 No. 3448 (Baldwin, 1924)
2 Baggage-mail car with 30-foot Railway Post Office section, 3401-3402 or 3403-3408 series (Budd, 1937)
3 Baggage-dorm-chair car 3482 (Pullman, 1940)
4 Chair car, 3072-3101 series (Budd, 1937) or 3102-3116 series (Budd, 1938)
5 Cafe-lounge 1516, heavyweight (Pullman, 1931)
6 Chair car, 3072-3101 series (Budd, 1937) or 3102-3116 series (Budd, 1938)
7 Parlor-observation 3241 or 3242 (Budd, 1938)
8 To Tulsa (approx. 19 miles)
9 To Bartlesville, Okla. (approx. 31 miles) and Kansas City (237 miles)

BIRD'S-EYE VIEW
N
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
29

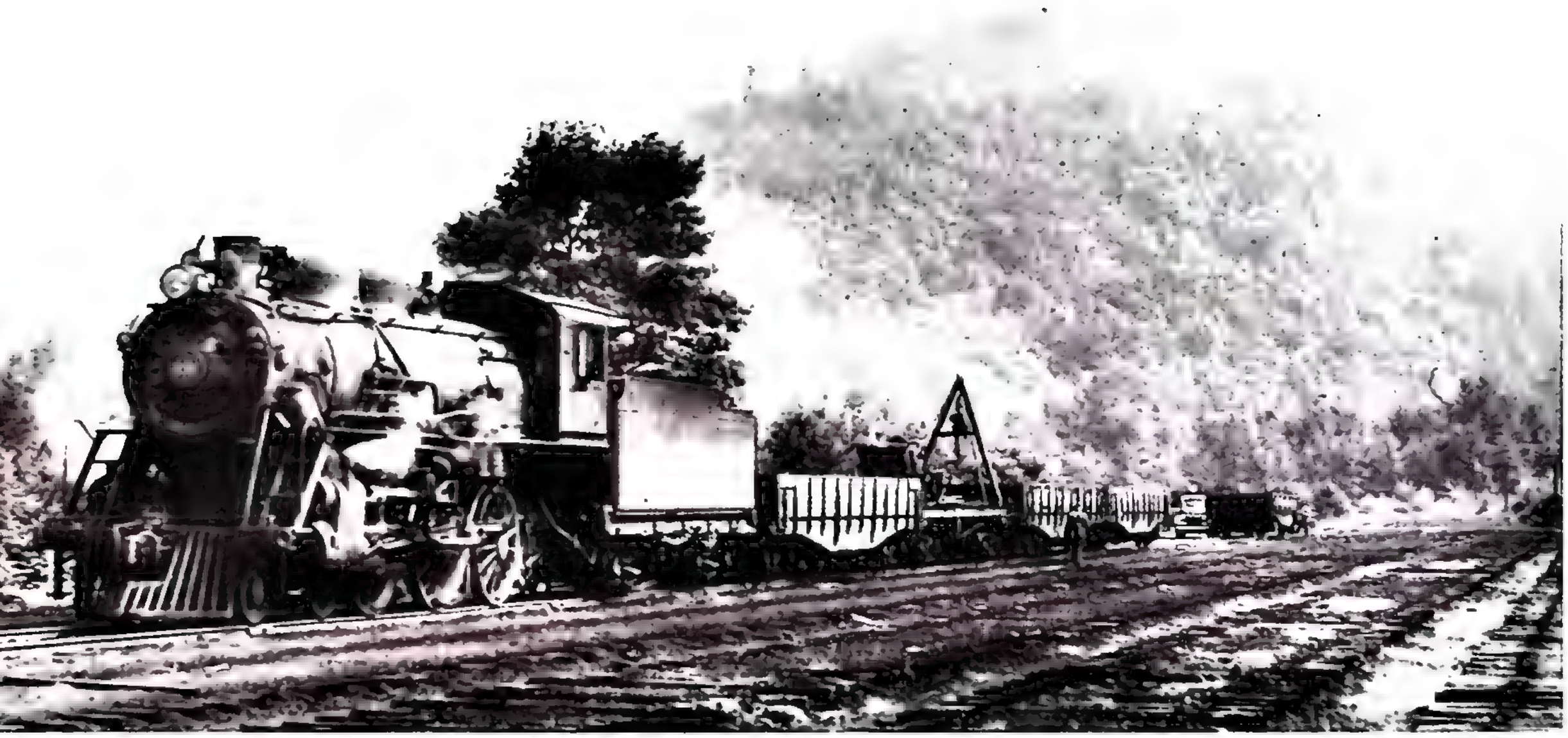
Photo: Santa Fe. Research: Matt Zebrowski.

Gainesville, Texas

Located 7 miles south of the Oklahoma border on Santa Fe's main line from Galveston to Chicago, Gainesville was the first division point north of Fort Worth. The line was built in the 1880's by the Gulf, Colorado & Santa Fe, an AT&SF Texas subsidiary. During the late 1940's three pairs of daily passenger trains passed through here: 111-112, the *Texas Express/Chicago Express*; 15-16, the *Texas Chief*; and 5-6, *The Ranger*. From 1948 to 1968 trains 111-112 were the Oklahoma City-Dallas connections for 11, the *Kansas Cityan* and 12, the *Chicagoan*. This 1940's photo shows the GC&SF roundhouse, shops, and yard. Employee timetables referred to this freight yard, which had seven tracks and a capacity of 1079 cars, as North Yard. Although essentially nothing remains of the structures in the photo, the yard is still used by BNSF, and the depot (out of view to the south) is a museum. A Katy line paralleled the GC&SF through town, crossing over it just south of the yard.

1 24x60-foot oil tank
2 Water column
3 Oil column
4 Scrap-iron bins
5 Coal bin
6 Washrooms
7 Boiler room
8 Engine foreman's office
9 10-stall roundhouse
10 Bath house, lockers in old boxcar
11 10x33-foot fuel-oil delivery tank
12 Air repair shop
13 Watchman's house
14 85-foot turntable
15 Park
16 Office and store room
17 Oil house
18 24x60-foot steel water tank
19 40x306-foot car-repair shed
20 Blacksmith's shop
21 Underground oil reservoir
22 Sand house
23 91-foot engine pit
24 Cinder pits 32
25 Yard office (above), tool house (below)
26 Roadmaster's office
27 Scale and scale house
28 To Galveston
29 To Purcell, Okla.

1942: Wartime, abandonments, records



William Moedinger Jr.

CLASSIC TRAINS collection

Casualty: Wartime scrap-metal prices prompt 65-mile Susquehanna & New York, in north-central Pennsylvania, to abandon its 45-mile line linking Marsh Hill and Towanda. On May 15, this is all that is left of the road as Ten-Wheeler 119, built for the Huntington & Broad Top Mountain, handles the scrap train from the northeast end of Marsh Hill yard to the junction with the Pennsylvania, on which the S&NY had rights to Newberry Yard in Williamsport. The Lehigh Valley would acquire the 6 miles of the S&NY main line between Towanda and Monroeton to tie in to its State Line and Sullivan Branch.

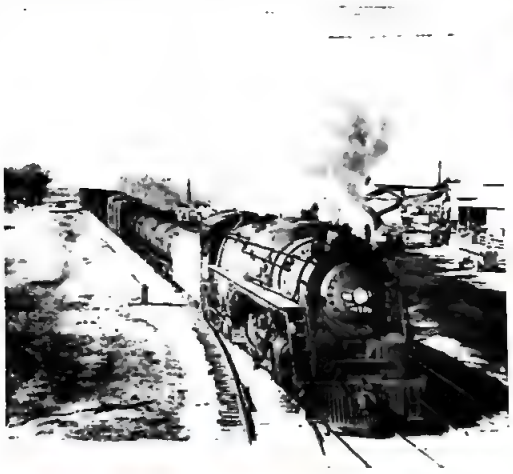
Historic line change: Southern Pacific lifts its 142-mile Lucin-Ogden, Utah, line—the eastern end of the original Central Pacific portion of the first transcontinental railroad—in favor of the 1904-built "cutoff" trestle across the Great Salt Lake, and issues this special edition of "The West" newspaper to mark the event. . . . Other abandonments: the Pacific Coast Railway; Chicago & North Western's 102-mile Hastings-David City, Nebr., branch; and Frisco's 91-mile McNair, Ark.-Dill, Okla., line. Illinois Terminal decides *not* to abandon its Danville-Decatur-Bloomington-Mackinaw Junction line, saying the rubber crisis trumps the need for scrap metal.

Wartime volumes: For the year, U.S. railroads carry 630 billion ton-miles of freight, 33 percent more than in 1941. . . . Washington Union Station handles record crowds, selling an average of 10,500 tickets a day; New York's Grand Central Terminal handles 51,044,587 New York Central and New Haven passengers for the year.

More minuses than pluses: Although the railroads abandon 2516 miles of line in 1942, second only to 1934's total of 1995 miles, 74 new mainline miles enter service, 30 on Southern Pacific's new alignment around the lake created in northern California by Shasta Dam.

Thomas J. McNamara

Under wire: New Haven orders 10 new 2-C+C-2, 0150-series class EF-3 electric freight motors, the first five from Westinghouse, the second five from GE, for its New York City-New Haven, Conn., freight service. GE No. 157 is pictured above 16 years later, in February 1958, at Stratford, Conn.



R. S. Plummer

New "NC" power: Nashville, Chattanooga & St. Louis receives Alco J3-class 4-8-4 "Dixies," 570-579, designed by motive-power chief C. M. Darden; running-board trim earn them the nickname "Stripes"; 1943 sisters 580-589 become "Yellow Jackets."

Homemade: St. Louis Southwestern, "the Cotton Belt," outshops 4-8-4 815—pictured in November 1951 with an eastbound extra at Sulphur Springs, Texas—from its Pine Bluff, Ark., shop, following sisters 810-814 of 1937 and presaging four more, 816-819, in 1943.

Steam on the move: Wartime traffic needs and fluctuations result in more than 700 locomotives leaving their home rails on lease for use elsewhere. Examples include Minnesota iron-ore hauler Duluth, Missabe & Iron Range leasing 4 engines to Denver & Rio Grande Western, 4 to Great Northern, 7 to Southern Pacific, and 3 to Western Pacific. Chicago & North Western is the largest lessor, farming out a total of 108 locomotives to the likes of Atlantic Coast Line, Southern Railway, Missouri Pacific, Kansas City Southern, and Seaboard Air Line. C&NW also sells some engines to Mexico. The lease program is coordinated by the railroads, the Office of Defense Transportation, and the AAR. . . . Pere Marquette's six steam-powered Lake Michigan carferries help the war effort by serving in U.S. Coast Guard training service.

New train: The ODT issues a plea to minimize pleasure travel, but authorizes one more (to the three existing) daily Chicago-Miami passenger train, because of heavy winter-season travel.

Carl Loucks

...SELLING RAILROAD TIMETABLES
P.O. Box 484, North Haven, CT 06473

Railroad Public Timetables:
The history of passenger rail service is told by timetables. Schedules, equipment, famous name trains, maps, advertisements are included along with branch line and mixed service. You may select passenger timetables of the 1940s, 1950s, and 1960s from these railroads...

ATSF, ACL, B&M, B&O, CB&Q, C&EI, C&NW, C&O, CG, CV, D&RGW, D&H, DL&W, Erie, GN, IC, L&N, LV, MP, MILW, NYC, NYNH&H, N&W, NP, PRR, RF&P, RUT, SLSF, SOU, SP, UP, WP, WAB

Timetables from 1940s, each $20
Timetables from 1950s, each $15
Timetables from 1960s, each $12

Buy ANY TEN OR MORE, deduct $2 per TT

Last Pre-Amtrak Public Timetables... ATSF, MILW, D&H, IC, GM&O, KCS, L&N, MP, N&W, RF&P, SCL, SP, UP, WP Each $10, Any 6 $50

Employee Timetables:
Mile by mile station lists, signals, interlockings, mile posts, speed limits, method of operation, all main and branch lines, operating instructions. Our catalog lists over 1,000 railroads and divisional ETTs. Send a SASE for latest catalog.

Monthly catalog sent with each order. Every customer receives catalogs for at least a year.

Master Card/VISA/American Express
Phone (203) 288-3765
chloucks@sbcglobal.net

NEW YORK CENTRAL
COLOR PICTORIAL - VOLUME 3

by David R. Sweetland

Volume Three of the New York Central Color Pictorial series features the Central's road switchers purchased between 1948 and 1967 from Alco, Baldwin, EMD, FM, GE and Lima. Then our photographic trip during the 1950s and 1960s begins at Peoria, Illinois, and ends at Brewster, New York, with stops near Chicago to view NYC steam power during the 1940s.

Taking some of the secondary routes, the book covers the Peoria & Eastern, the Michigan Central, and the Pittsburgh & Lake Erie. Side trips are made to Mackinaw City, Michigan, Pittsburgh and Newberry, Pennsylvania, before reaching Albany, New York. Operating behind third rail electric locomotives, the trip reaches White Plains, New York, ending under diesel power at Brewster.

NYC Volume Three is an all-color 128 page book, with 282 photos, plus 6 maps. Take advantage of our pre-publication offer, order before October 15, 2005 for only $45 plus $4 s/h, $8 foreign. Cal res. add $3.75 sales tax. Order Today!

The regular price will be $59.95 each + $4 shipping, $8 foreign.

Four Ways West
PUBLICATIONS

14818 Valley View Ave - La Mirada, CA 90638-4381
Visa or MasterCard accepted. Fax orders to: 714-521-5664
Phone book orders to: 714-521-4259 (8 - 6 Pacific Time)
email book orders to: fourwayswest@comcast.net
Visit our website: www.fourwayswest.com

The Way It Was

Summer Sharknoses

Of railfan rumors, rare Pennsy diesels, and youthful enthusiasm

From the look of the icicles and snow in this photograph, December 20, 1960, must have been a cold day on the Pennsylvania Railroad in Altoona, Pa. The scene is typical Pennsy: a westbound iron-ore movement—the hoppers half full, yet loaded to capacity because of the density of the ore—is passing Slope Tower, about to begin the 1.85 percent grade to the crest of the Alleghenies at Gallitzin. Heading the train are diesels 9479 and 9466, identical sisters to units which, in my youth, I thought were Baldwin Sharknoses.

About the same time Fred Kern was making this photo at Altoona, John Habak and I, growing up in Wheeling, W.Va., were trying our best to become accredited Pennsy fans. This wasn't easy, because the PRR's presence in our B&O-dominated town was a sparse network of invariably vacant trackage. We didn't yet realize that it came alive after sundown with the nocturnal wanderings of Ohio-based Baldwin and Lima center-cab transfer diesels. We kept our interest alive with occasional glimpses of Baldwin yard switchers, a monthly copy of *Railroad* magazine from the 29th Street Newsstand, and all the rumor-

Fred Kern, collection of Jay Potter

Don Wood

Mistaken identity: Rumors of Baldwin Sharknose diesels (above) in PRR freight service prompted a 14-year-old boy to visit Altoona, where he had a satisfying—if erroneous—encounter with a pair of FM Erie-builts (left).

based information we could gather.

The most intriguing rumor was about the Sharknoses. Not your normal Sharknoses, those with four axles and about the size of an F7, but without the blunt EMD noses. We knew about those —the B&O operated some, and I regularly saw them passing my junior high school on the line to Pittsburgh. John operated Mantua's HO-gauge version in his basement. According to the rumor, though, PRR had some custom-built Sharknoses: big, elongated six-axle passenger versions that maybe had been reassigned to freight service owing to cutbacks in passenger operations.

John and I didn't know if the big Sharknoses really existed, but we figured if they did, they weren't likely to appear in Wheeling. So our New Year's resolution for 1961 was to track down one of them. That task fell to me, since my family vacationed in north-central Pennsylvania each summer, and a short detour on the way would take us through Altoona. John and I didn't know much about the Pennsy, but we were aware that in Altoona, the keystone-emblazoned locomotive population was measured in acres, not in units. If the big Sharks did exist, Altoona would be the place to find them.

Suffice it to say that we made our detour that summer, and my first stop after returning to Wheeling was John's house. I told him that the rumors were true, and that our Sharknoses were as impressive as we had imagined. I had seen two of them, 9456 and 9459, in Altoona, complete with pointed noses and six-wheel trucks.

I suppose we remember what we want to remember. My mind still has the clearest picture of those summer Sharknoses, sitting unobscured right by a public highway. It was as if they had been placed there just for me, and vicar-

Celebrating Our 21st Year!
VINTAGE VIDEOS

New York Central Steam Finale: New program with mid-1950's steam in Ohio and Indiana. See shots north of Cincinnati around Sharonville, west of Cincinnati with doubleheaders from Riverside, and riding the passenger trains with Hudsons to Chicago from Cincinnati. 8mm films from Warren Scholl M&N, D/VHS 60 Min. $29.95

Norfolk & Western Steam Freights: 8mm movies from Warren Scholl of 1950's action from Cincinnati to Portsmouth plus other areas like Williamson and Leager near the end of steam. Articulateds and other freight power. M&N, D/VHS Approx. 60 Min. $29.95

Riding the Narrow Gauge in the 1950's: 8mm films by Warren Scholl showing a 1954 trip from Alamosa-Chama-Silverton, plus 1956 trip to same area. Mostly onboard shots from caboose behind engines, plus some trackside and pacing. M&N, D/VHS Approx. 60 Min. $29.95

New Release

Rio Grande Steam in the 1960's: Beautiful 16mm footage from 1957 through 1968. Covers Alamosa to Durango and Silverton branch, passenger operations with stunning high-line scenes. Multiple-engine freights between Durango, Chama, and Alamosa. Great variety! M&N D/VHS 60 Min. $29.95

New Haven Railroad in the 1950's: 16mm Cochrane Footage, last steamer 3016, Maybrook, Highland line, Electrics, etc. M&N VHS 60 Min. $39.95

New Haven Mainlines: Mostly electrics in the 1950's. 8mm M&N, VHS 65 Min. $39.95

Abbreviations M&N = Music and Narration only (no train sounds). LT=Live train sounds and narration. D/VHS= Available in DVD or VHS. VHS=Available in VHS only **Shipping**: U.S. $5.00 total US Orders. If Priority Mail required add $1.00 for each extra video. DVD $5.00 for the first two, then $1.00 each extra for Priority Mail. Canada $5.00 first tape, $2.00 each additional. DVD overseas $7.00 first DVD, $3.00 each additional (VHS tapes $10.00 + $6 each additional) Ohio residents add 7% sales tax to merchandise only. Visa, Mastercard,& Amex accepted. Prompt service.

21 years producing quality products

GSVP
GREG SCHOLL VIDEO PRODUCTIONS
Professional Videos • Prompt Service • Since 1984
PO Box 123, Dept. CS, BATAVIA, OHIO 45103
PHONE: 513-732-0660 • FAX: 513-732-0666
VISA http://www.gregscholl video.com

RAIL PLAQUE
HAND CRAFTED RAILROAD HERALDS
An exciting new development from Rail Plaque. Every subtle chisel stroke is captured, as each plaque is individually cast of high-quality polyurethane and is hand-finished using Rail Plaque's specially prepared paints and inks. Complete with sturdy mounting bracket.
~ OVER 100 TO CHOOSE FROM ~
STARTING AT $19.95 EACH
FREE BROCHURE UPON REQUEST
(708) 386-4350
P.O. Box 35058
Elmwood Park, IL 60707
www.railplaque.com

WATCH REPAIR
& Restoration
Specializing in mechanical high grade & Vintage watches
• Railroad
• Wrist & Pocket
• CALL About Vintage Railroad Watch Sales
(717) 653-9799
www.equationoftime.com

Be a part of the fascination of railroad history...
by joining the 82-year-old Railway & Locomotive Historical Society—great reading in our illustrated journal *Railroad History*—other benefits too! Participate!
Send $25 dues to:
R & LHS
Box 193552S
San Francisco, CA 94119
www.rlhs.org

Check out the NEW & IMPROVED FORUMS
trains.com

iously John, to see. What I don't remember is the exact point in time later when I learned that they hadn't really been Sharknoses. They hadn't even been Baldwins. Of course, big Pennsy Sharknoses did exist: 18 A units and 9 B units built in 1948 for passenger service, 8 of which (4 A's and 4 B's) had been regeared for freight duty and de-rated from 2000 h.p. to 1600 h.p. in 1952-53.

The locomotives I saw that summer, and the ones Fred Kern had photographed the previous winter, were members of Pennsy's 48-unit fleet (36 cabs, 12 boosters) of Fairbanks-Morse Erie-builts. The Eries were contemporaries of the big Sharks, having been built in 1947-48, and neither type was particularly successful on the PRR. All of the Sharks and 12 of the Eries had started out on passenger trains, but the eight de-rated Sharks and all of the Erie-builts ended up in secondary freight service.

More significant in the context of my summer visit to Altoona was their similarity in appearance. Both models had similar six-wheel trucks and were much longer than most freight units, 80 feet for the Shark A units and almost 65 feet for the Erie-builts, and their noses both were more pointed than those on Alcos and EMD's. Had I seen the two types together, I'm sure I could have distinguished between them. And as a 14-year-old who had come to Altoona with expectations solidified by six months of anticipation, perhaps I can be forgiven for having mistaken one model for the other.

It's been 44 years since that summer day in Altoona, and a lot has changed. John is still in Wheeling, but he has raised a family and his Sharknoses were reported as stored serviceable in a box in the attic. I live 200 miles away and am subsisting on a diet of CSX second- and third-generation EMD's and GE's.

Train-watching has changed a lot, too. Railfans are deep into the "Information Age," with data everywhere. If I'm interested in motive power, I can choose from a myriad of publication subjects: locomotives on a particular railroad, locomotives from a specific builder, locomotives in a certain geographic region. Computerized rosters are readily available, and updates on operational assignments were being disseminated rapidly by railroaders and fans even before the Internet came into being. These days, it's pretty difficult not to know what's going on.

There are times when I think we've eliminated too much uncertainty, and perhaps have wiped out serendipity. Without uncertainty or serendipity, chasing trains may still be a challenge, but I'm not sure it can be much of an adventure. Still, I'll admit that I wouldn't turn back the clock. I'm too conditioned to knowing what railroad is operating which locomotives and where they can be found.

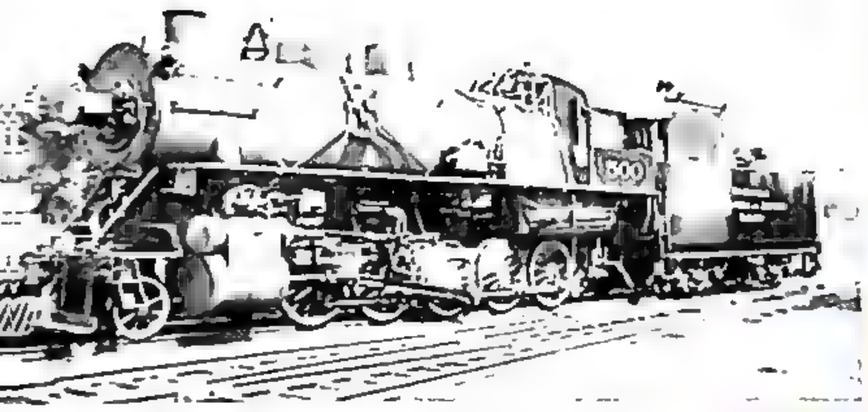
But you know, the older I get, the more I miss that 14-year-old boy who wanted nothing more that summer than to go chasing off after some diesels that he wasn't sure even existed. He was a lot more fun than I am today, and I never thought any less of him because he couldn't tell a Fairbanks-Morse from a Baldwin.—*Jay Potter*

My summer as a Dan Patch Lines painter

A 2-10-0 cab ride sparked a short career with a favorite railroad

Steve Glischinksi's "Fallen Flags Remembered" entry on the Minneapolis, Northfield & Southern, the "Dan Patch Lines," in the Summer 2005 issue was of great interest to me, for I had my first real job, in the summer of 1943, with its B&B (bridge and buildings) crew. The year before, I had scraped up enough money from summer work to buy a 1931 Chevy Cabriolet (a convertible complete with rumble seat) for $45, and on the Memorial Day 1942 weekend, I took off from Decorah, our small town in northeastern Iowa, for Northfield, Minn., and points north.

At Northfield, I parked my car with



Nav Fosse

Built in 1918 for export to Russia, MN&S 2-10-0 No. 500 went first to the DT&I (as No. 300) before catching 16-year-old Navarro Fosse's eye at Glenwood Junction, Minn.

the Milwaukee Road depot agent, who had been the agent in Decorah, and headed for the MN&S depot. I got there just in time to miss the daily "doodlebug" to Minneapolis, and was looking around forlornly when I soon was offered a cab ride to Minneapolis on an MN&S 2-10-0. What an experience for a 16-year-old! The crew dropped me off under a bridge which carried a streetcar line, and I spent the rest of the holiday weekend train-watching by public transportation. Included was a ride on the Medicine Lake bus to the MN&S shops at Glenwood Junction. I took the photo of the MN&S doubleheader that appeared with Glischinski's article that same day. Needless to say, I instantly became a dyed-in-the-wool Dan Patch Lines fan!

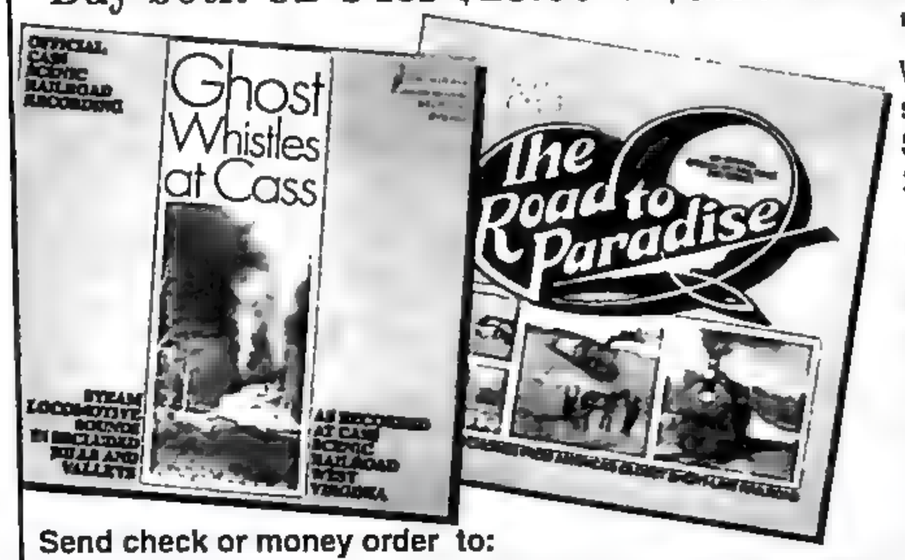
After I graduated from high school in 1943, I returned to Minneapolis, got a room at the YMCA, and a job painting with the MN&S B&B crew. Every day, I rode to work on a track speeder. It was a great opportunity for a young railfan, even if we did get covered with black paint every day.

During my time there, MN&S had 10 steam engines: 2 Moguls (dead), 2 Consolidations, and 6 Decapods. MN&S itself had one Baldwin diesel switcher, No. 600, and ally Minnesota Western also had one, No. 1, painted blue. The MN&S used GE motor cars 12 and 14, by then out of passenger service, for switching, mostly serving shippers between Glenwood Junction and the passenger station on 7th Street in downtown Minneapolis. I was amazed at how many cars those doodlebugs could pull.

Minnesota Western had one GE doo-

CLASSIC STEAM RECORDINGS ON CD

Buy both CD's for $25.00 + $3.00 s/h this issue only, save $8.00



"Ghost Whistles at Cass"
World's largest Shay and Climax engines battling steep grades on the Cass Scenic Railway. Spectacular "Ghost Whistles" sequence with over 20 different whistles. $15.00 + $3.00 shp/hdl

"Steam on the Road to Paradise"
New in cab, on train, and trackside sequences of this famous shortline. 6 different steam locomotives, Rdg Camelback # 4, doubleheaders, and new Digital tracks of PRR #7002 & #1224. Wild thunderstorm sequence! $15.00 + $3.00 shp/hdl

Great Holiday Gifts. Buy both CD's for $25.00 + $3.00 s/h this issue only, save $8.00

Send check or money order to:
Semaphore Records; P.O.Box 22304; Alexandria, VA 22304

ClassicTrainsMag.com:
Where the golden age meets the information age!

Register online for members-only benefits:

- Share experiences and recollections from the classic days of railroading in our Reader Forums
- Look inside the current issue of *Classic Trains* and explore stories from past issues
- View exclusive video features
- Learn about the photographers who captured the golden era of railroading
- **And much more!**

ClassicTrains

ClassicTrainsMag.com brings the golden age of railroading right to your desktop!

Visit ClassicTrainsMag.com today!

04X1406

dlebug, No. 38, in reserve service, but the main runner was No. 39, purchased recently from the Detroit, Toledo & Ironton, as several of the MN&S 2-10-0's had been. Both doodlebugs had active RPO sections, and the MW run used the "Mpls. & Gluek" postmark cancellation. Weekend passenger business was so strong that the road fixed up one of the trailer coaches, which it would drop at Hutchinson, Minn., on Saturday and pick up again on Monday.

MW's other doodlebug, No. 36, had just been converted to a lounge car to run with the open-platform observation car *Gopher* or by itself. It had been de-engined, and the shop men had made a nice observation lounge out of the cab and engine room; it looked not unlike the rear of a streamliner. On one of my later visits, I found Minnesota Western 39 burned out and half-sitting on a flat car. Railroaders said the Christmas mail had caught fire from being too close to heaters, and they had put No. 38 back in service for the final passenger operations.

The one serviceable 2-6-0 Mogul was the only engine with a steam line, so it was used to pull the *Gopher*, or sometimes to shove it, platform-forward, as railroaders would hunt pheasants from the platform. Showing short-line savvy, the locomotive was always kept on the ready around the shops for emergency use, such as being able to empty the buildings of equipment in case of fire.

During the days of Minneapolis-Northfield passenger service, the train crew lived in Northfield, making the morning run to Minneapolis, then switching in the city before returning to Northfield. In summer 1943, they made one run to take employees to the funeral of an engineer. Our crew was painting the bridge in St. Louis Park, Minn., at the time, and the car looked filled as it went by.

The end of August came much too soon, and I returned to Iowa to start college for a few months before the Army got me. About every 10 years or so, I would look around to see what was left of the Dan Patch Lines. As I recently viewed the top of the Minnesota River bridge at Savage, I was in utter astonishment that I actually walked across those little beams with paintbrush in hand and only the railheads far below for a cushion!—*Nav Fosse*

DL&W in the Delaware Water Gap

On a fine August 1930 midday, a fellow in knickers and two-tone shoes has paused on the Pennsylvania side of the Delaware Water Gap to watch DL&W train 1, the westbound *Lackawanna Limited*, pass below him. The Lackawanna and Susquehanna railroads shared this notch in the mountains with the Delaware River, then as now the border between Pennsylvania and New Jersey. While the Water Gap remains a unique scenic attraction, the Delaware, Lackawanna & Western's double track, knife-edged ballast, substantial array of code lines, and steam-powered heavyweight limiteds—so common in 1930—are many decades gone. What wouldn't we give to stop and savor this scene with the gentleman in the knickers?

Merger time in Warren

Change comes to an Erie town

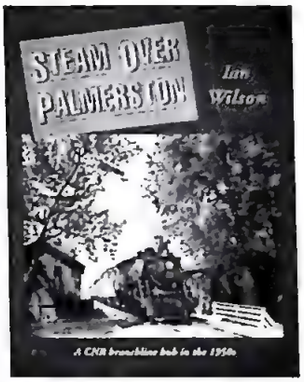
The Erie Railroad served my hometown of Warren, Ohio, and during my college years in the early 1960's, an even dozen passenger trains stopped there. These included two Youngstown-Cleveland round trips and a Pittsburgh-Cleveland train each way (the *Steel King*), as well as the six mainline trains between Chicago and the New York City area. For years, the railroad shared the right of way with cars and trucks on a gantlet arrangement that was a pain for both the Erie and for the city. Legend

E. Stanley Hart Jr.

Last chance to buy

Canadian Steam Books

by Ian Wilson



Steam at Allandale sold out in 2001, and not a week has gone by without someone approaching us in search of a copy. Avoid that disappointment with ***To Stratford Under Steam, Steam Over Palmerston*** and ***Steam Through London***. Place your order and take advantage of a 20% inventory clearing discount. Beyond 2005, the opportunity will be gone.

To Stratford Under Steam	$44.95 Cdn. or $37.95 U.S.	REG. $56.95/$45.95
Steam Over Palmerston	$47.95 Cdn. or $39.95 U.S.	REG. $59.95/$47.95
Steam Through London	$51.95 Cdn. or $43.95 U.S.	REG. $64.95/$51.95
Steam to the Niagara Frontier	$67.95 Cdn. or $53.95 U.S.	FULL PRICE

SHIPPING CHARGES: $8 CANADA, $10 U.S.A. (any size order)
CANADIAN ORDERS ADD 7% GST TO BOOKS & SHIPPING

Canadian Branchline Miniatures www.canadianbranchline.com
Order online or direct: Box 2565, Orillia, ON L3V 7B1 info@canadianbranchline.com

***Go to* www.trainshops.com**

to hook up with the railroad products YOU are looking for!

trainshops.com

NEW B&O PASSENGER TITLE!

NEW! Baltimore & Ohio Passenger Service, Vol. 3 - Consists & Cars (ALL COLOR)

by Harry Stegmaier

Hardbound, 112 pages, photos, drawings, and illustrations

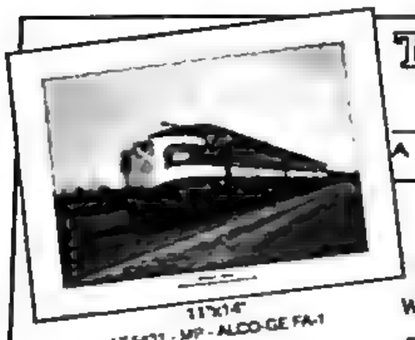
This new volume in the series gives typical consists from official consist books, and portrays many types of cars, along with diagrams and data. FULL COLOR THROUGHOUT! Reserve Now! *Due Early Fall and will be on time!*

Regular $35.95 + $5 S/H • Special $29.95 + $5 S/H

Call or write for free catalog, or visit our website at www.tlcrailroadbooks.com

ORDER FROM: TLC PUBLISHING • DEPARTMENT CT
18292 FOREST ROAD • LYNCHBURG, VIRGINIA 24503-3776
VISA/Mastercard accepted, phone orders to 434-385-4076 10A-4P weekdays
Virginia Residents Add 4.5% State Sales Tax • Foreign Orders add $5.00 per book extra
Maximum Shipping and Handling For Single Order is $8.00

Railroadiana
AUCTION
Saturday, September 17, 2005
Manassas, Virginia
Accepting Consignments
Carter-Mays Auctions
703-222-6001
Kerry L. Worsham - VAL 3072
Email – kerry@carter-mays.com
www.carter-mays.com
A portion of the proceeds
will be donated to St. Jude's Children's Hospital


11"X14"
LT 5401 - MP - ALCO-GE FA-1

Thunder & High Iron
ARCHIVAL PRINTS

Meticulously prepared and lithographed in full, rich color with archival properties for the serious collector. Printed with fade-resistant inks on acid-free paper. Self-matted with title and description.

Limited Availability

Price: $17.00 each plus $5.00 shipping per order. CA residents add $1.23 each sales tax. Remit by check or money order in U.S. funds. Prints are individually packaged and shipped flat in a sturdy, oversized container via Priority Mail. Send SASE for illustrated information.

DEALER INQUIRIES INVITED
Vanishing Vistas® BY RICHARD E. COX
PO Box 1491C • ROCKLIN, CA • 95677-7491 • USA

IN THE JULY ISSUE

Tips on assembling a uniformly detailed N scale diesel fleet

Illinois Traction System interurban drawings

Modeling realistic roads

Subscribe today!
800-533-6644
modelrailroader.com

Model Railroader MAGAZINE

Two photos: W. L. Gwyer

Renumbered DL&W E8's (top) roll into Warren with train 6 in 1962. Earlier that year, E8 833, its Erie livery only slightly altered to reflect the 1960 EL merger, led a DL&W E8 on No. 9.

has it that Warren was so glad to get a railroad they let it build it right down the main street. In these pictures, train 6, the eastbound *Lake Cities*, is arriving on an evening in 1962. The lead unit gives evidence the merger with Lackawanna has occurred, as do the 1300-series lightweight coaches in the consist. The other train is No. 9, the Sunday *Pacific Express*, on a wintry afternoon in February of the same year. These trains conducted a lively head-end business, as the picture indicates. The parentage of E8 833 shows in the livery, despite the "E-L" in the diamond. The long line of coaches is not typical; on this day, No. 9's consist has been swelled by older New Haven cars evidently being deadheaded to Chicago.—*W. J. Gwyer*

On the B&O, 'first class' meant just that

Even in their dying years, passenger trains were accorded respect

In the early 1960's, I was night roundhouse foreman at Baltimore & Ohio's Rossford roundhouse in Toledo, Ohio. I worked from 5 p.m. until 2 a.m. We protected three freight trains—No. 99, known as the "Dixie," and No. 93, to Cincinnati, plus No. 396, a hot automobile-parts train to Willard, Ohio—and met No. 57, the overnight passenger from Detroit to Cincinnati and Louisville, at the New York Central's Central Union Terminal, used by all Toledo passenger

roads except the Pennsylvania. We also covered extras and yard jobs.

On one cold winter night, 396 was called late because some hot auto-parts had been delayed off the Detroit & Toledo Shore Line, the Grand Trunk Western's connection from Detroit. The train was still in our Rossford yard when the on-duty electrician and I had to leave to go to the passenger depot for No. 57. The train was on time, but one engine on its lead E unit was low on cooling water. As we were preparing to add water, the stationmaster told me to call Arnold Douglas, night trainmaster at Rossford. "Doug" told me to get back to Rossford because 396 was having air-brake trouble. I told the electrician to water the engine on 57 and catch a taxi back to the roundhouse, then I drove back to Rossford to see about 396.

Upon arrival, I immediately climbed up into the cab of 396's lead unit. The engineer said the locomotive air was OK but that the train's brakepipe had excessive leakage. Douglas and I walked the train, and about the time we reached the caboose we heard the carmen on the radio give 396 a highball on the air; 396 then took off for Willard.

Meanwhile, 57 finally went by Rossford en route south. On my return to the roundhouse, I learned that the water-fill line to the engine that needed water was frozen, and that the stationmaster had called our Road Foreman of Engines, who instructed him to let 57 go with three engines out of the four working. No. 57 was 1 hour late out of Toledo but just 15 minutes late into Cincinnati.

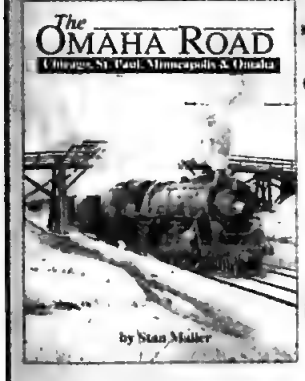
The next day, I was reprimanded because 57 was delayed at Toledo, and I was reminded that on the B&O, first-class trains were always to be given preference even if 396 or other second-class trains were delayed.—*Ralph Bailey*

Getting to know Miss Katy

An assignment in Texas broadened a Wisconsin soldier's horizons

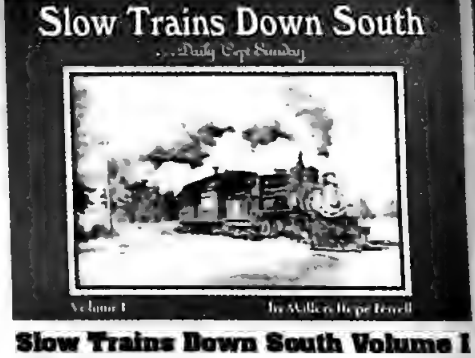
During the fall and winter of 1943-44, I was in the Army's Specialized Training Program at North Texas State Teachers College in Denton, Texas, about 35 miles north of Fort Worth and Dallas. (Today the institution is the University of North Texas.) This assignment allowed me to become acquainted with the Missouri-Kansas-Texas Railroad, commonly called the Katy, which was "wild stuff" for an 18-year-old from a Wisconsin railroad family who had never been farther from the Badger State than Minneapolis and Chicago.

New From Hundman Books



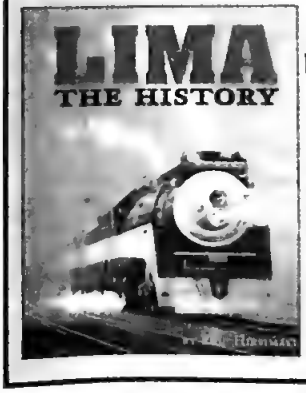
The Omaha Road
The History of the Chicago, St. Paul, Minneapolis & Omaha railroad and its predecessors by noted author Stan Mailer. A Subsidiary of the C&NW, the Omaha Road was merged in 1957. Illustrated with photography, maps, index and a locomotive roster **$59.95**

The Locomotive Cyclopedia Volume II
Taken directly from the pages of Mainline Modeler, these books feature HO scale drawings, diagrams, rosters and b/w photos, both published and previously unpublished.
Locomotive Cyclopedia Volume I - $59.95
Locomotive Cyclopedia Volume II - $69.95



Slow Trains Down South Volume I
The first of these two volumes concentrates on the shortlines and logging roads of the northeastern portion of the "Bible Belt" and features many never before seen photos of these lines. **$59.95**

Please add $5.00 US and $7.50 Foreign shipping and handling per book



Lima the History Second Edition
From Lima's meager beginnings - to its agreement with Ephraim Shay - to its rod locomotive debut. It's all here including a complete roster and over 550 photos, illustrations, maps, drawings and diagrams. **$59.95**

Watch for our upcoming book *Modeling by Ken Patterson*

Check Out These Great Books From Hundman Publishing!

13110 Beverly Park Road Dept. CT • Mukilteo, WA 98275
(425) 743-2607 • www.hundman.com
1-800-810-7660

ON SALE NOW

The East After Big Blue, Part 1: CSX

It's been a mighty rough road for CSX in the six years since it took its share of Conrail. Tom Murray walks us through the big Eastern carrier's struggles.

Amtrak on the Ropes

With the battle for the soul of the American passenger train raging, the Congress and passengers agree that today's system is broken.

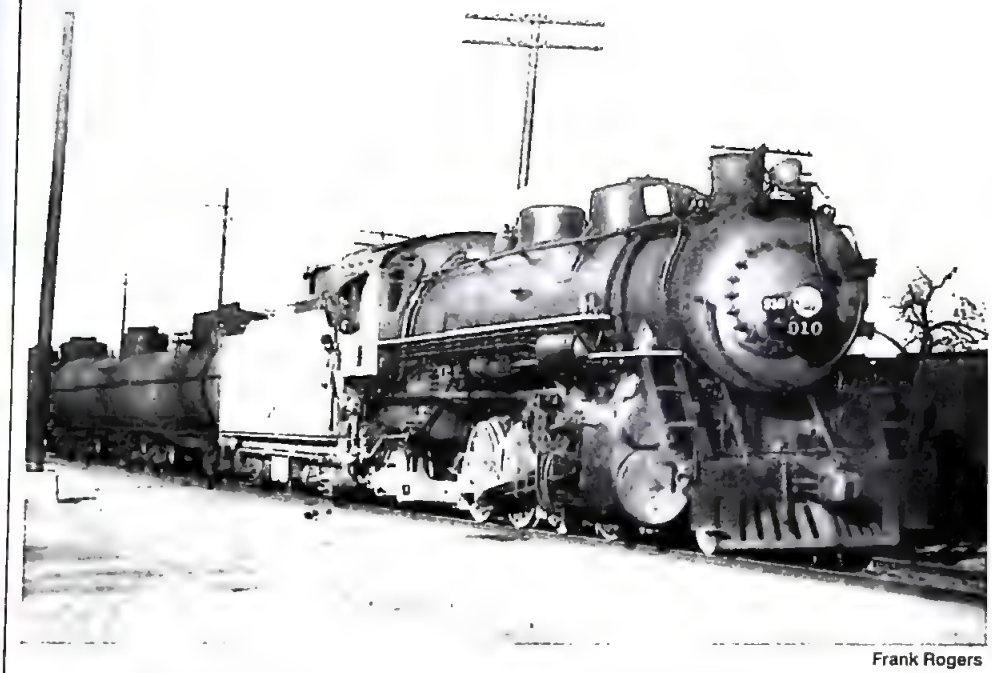
The Truth About Rails with Trails

Debate over the future of the Western Maryland Scenic Railroad, where a trail will join the rail line this year, has renewed concerns about rails with trails.

The Road from Ringling

This Montana community was once an important stop on the Milwaukee Road's transcontinental route.

SUBSCRIBE TODAY! 800-533-6644



Frank Rogers

In February 1944, Katy 2-8-2 910, tender coated with sand dust from the climb out of Fort Worth, rolls into Denton, Texas, with a train of empty tank cars, probably destined for a refill in the Oklahoma oil fields.

We were free on most weekends, from noon Saturday to midnight Sunday, and occasionally I took the afternoon Katy local from Denton to Fort Worth. I did this for several reasons—to get away from Army life, to perhaps take in a movie or do some shopping, and of course, to watch trains.

My usual routine was to get back to the Texas & Pacific's big Fort Worth station in time to do some late-evening train-watching before the northbound MKT local took me back to Denton. A real treat was to encounter a freight on the T&P under the control of one of the road's mighty 2-10-4's, the type named "Texas" for that very railroad. These giants were oil-fired, and often, as the train moved through the T&P terminal, the burner would roar into action and the firebox would light up in a fury.

For most of my time in Denton, I lived in Chilton Hall, a brand-new dorm atop a hill at what was then the edge of town. From the window of my room, I could watch trains on the other side of town as they came through.

When furlough time came at the end of first term, a Katy passenger rep came to the school and took a head-count to determine whether extra equipment would be needed on the Fort Worth section of the *Texas Special*, which most of us would be riding to St. Louis. The count was high enough for more cars, and because of this, we would be able to stay on the coaches that we boarded in Denton when they were transferred at Denison, Texas, just south of the Oklahoma border, to the train's main section, which came from Dallas.

This sounded like a good deal to us, until we actually boarded the train. It was then that we found out the cars the Katy had selected for our group were a bit older than those on the rest of the train. Most World War II veterans have similar stories, I'm sure, to tell about how "accommodating" the railroads were for "our fighting men." But I suppose they did the best they could.

Even on the Saturdays when I didn't ride the southbound local, I would often be at the depot to watch the train come and go. Occasionally I would be fortunate enough to watch a freight come through and take a picture of it with my Kodak Senior 620.

The Katy boasted some really handsome motive power, usually well maintained, and the time I spent watching Katy trains in Denton made my stay far more pleasurable that it might have been.—*Frank Rogers*

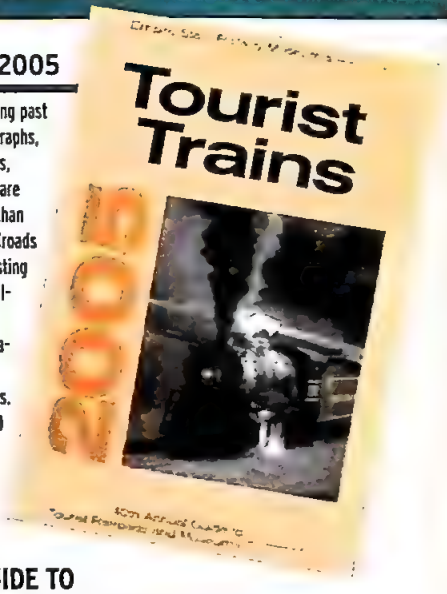
ADD TO YOUR RAILFAN LIBRARY!

FACES OF RAILROADING

Striking black and white photographs commemorate the unsung heroes of railroading during the Great Depression, World War II, and the Postwar industrial boom. Vintage shots capture bygone scenes of everyday folks intersecting with the greatest industry America has ever known. Compiled and written by Model Railroader senior editor Carl Swanson; introduction by Doug Riddell, locomotive engineer. 10¼ x 10½; 160 pgs.; 160 b&w photos; hardcover with dust jacket.
62083 • $29.95

TOURIST TRAINS 2005

Relive North America's railroading past with Tourist Trains 2005. Photographs, locomotive rosters, ticket prices, directions, and even trip times are included in this guide to more than 450 preserved and restored railroads and train museums. Includes listing and photo of more than 450 railroad-related attractions with admission price, hours of operation, directions, and brief descriptions. 5⅜ x 8⅜; 512 pgs. including coupons; approx. 450 b&w photos; softcover.
01205 • $17.95



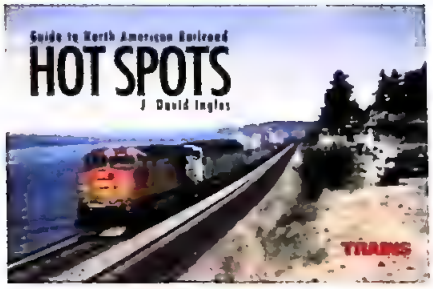
FIELD GUIDE TO MODERN DIESEL LOCOMOTIVES

The new, user-friendly Field Guide to Modern Diesel Locomotives is essential for all railfans. Includes all the major spotting features and roster information for EMD diesels manufactured after 1972 and GE diesels after 1977. Features fantastic full-color rail photography and a variety of railroad paint schemes. 8¼ x 5½; 208 pages; 300 color photos; 30 illustrations; softcover. 01113 • $28.95

5TH EDITION
INCLUDING CANADIAN RAILROADS
American Shortline Railway Guide
FACTS, FIGURES, AND LOCOMOTIVE ROSTERS FOR OVER 500 SHORT LINES
EDWARD A. LEWIS

AMERICAN SHORTLINE RAILWAY GUIDE, 5TH EDITION

Lists nearly 600 shortline and regional railroads in the United States and Canada. Includes line history, locations, radio frequencies, and locomotive data. By Edward A. Lewis. 8½ x 5½; 368 pgs.; 100 b&w photos; softcover.
01073 • $24.95



GUIDE TO NORTH AMERICAN RAILROAD HOT SPOTS

Indispensable for railfans who travel, this guide takes you to 100 of the busiest, most interesting train-watching sites across the U.S. and Canada. Each spread includes a color photo and authoritative text about the site written by train-watching experts all over North America. Contributing Editor J. David Ingles. 8½ x 5½; 208 pgs.; 100 color photos; softcover.
01097 • $24.95

GUIDE TO NORTH AMERICAN STEAM LOCOMOTIVES

The fascinating history and development of steam locomotives in North America. Tells the stories behind the locomotives, includes rosters, and explains wheel arrangements, streamlining, and more with photos, summaries, and specifications for hundreds of locomotives. By George H. Drury. 8¼ x 5½; 448 pgs.; 400+ b&w photos; softcover.
01051 • $29.95

TRAINS® BOOKS AND VIDEOS

AVAILABLE AT HOBBY SHOPS. VISIT HOBBYRETAILER.COM TO FIND A STORE NEAR YOU! OR ORDER DIRECT:

CALL 800-533-6644 Mon–Fri, 8:30am–5:00pm Central Time. Outside the U.S. and Canada, call 262-796-1615. Please have your credit card ready.

MAIL Send your order to Kalmbach Publishing Co., Dept. T2026, 21027 Crossroads Circle, P.O. Box 986, Waukesha, WI 53187-0986.

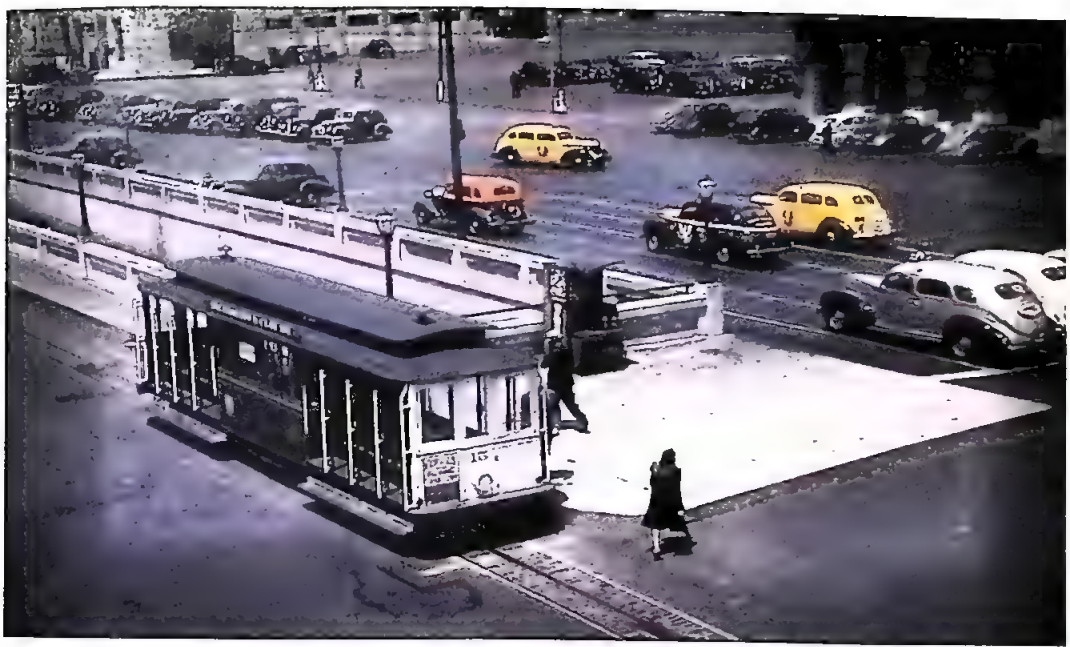
ONLINE www.trainsmagbooks.com

SHIPPING AND HANDLING Canada add an additional $2.00, other foreign add an additional $5.00. For Wisconsin delivery, add 5% sales tax to total; for Pennsylvania delivery, add 6% sales tax to total. For delivery in Canada add 7% GST to total. Payable in U.S. funds. Prices and availability subject to change. Calculate shipping per merchandise total as follows: $15.00 or less - $4.95; $15.01–$30.00 - $5.50; $30.01–$50.00 - $6.50; $50.01–$75.00 - $7.50; $75.01 or more -$8.50 05X1116

T2026

Cable cars, before the crowds

In San Francisco, Market Street Railway car 15 (top right) is at the end of the Sacramento-Clay line on the Embarcadero. Abandoned in 1942, this line ran from Fillmore and Sacramento streets, inbound via Sacramento, Larkin, and Clay streets, making a loop onto Market then back onto Sacramento for the outbound trip. The car is next to the underpass that carried autos under the trolley loop in front of the Ferry Building. Part of this line was on the Clay Street hill, where Andrew Hallidie built the first cable car line in 1873. In a 1959 scene (right), car 505 is on Powell Street on the Powell-Mason line, a block from the turntable at Market Street. Today this area is a pedestrian mall with no vehicles but cable cars allowed. Car 508 (above right) is being pushed off the turntable at the end of the Powell-Mason line at Bay and Taylor. This line still ends here, but the scene has changed. It is now a busy intersection and the entrance to the Fisherman's Wharf area for cable car passengers. A gas station is on the northeast corner, souvenir shops line the opposite side of Taylor Street, and the Veneto restaurant is a Thai eatery. The brewery that made Lucky Lager Beer, advertised on the car front ("It's Lucky when you live in California"), has been closed for years. Car 527 (above left) is seen before the 1944 merger of the Market Street Railway into the Municipal Railway. Running on the Washington-Jackson line (abandoned in 1956), the car is on Jackson Street heading out to Jackson and Steiner, where the tracks went one block south, returned on Washington Street, and then used Powell to Market. Today, the outbound tracks on Jackson turn north on Hyde and run to Beach near Fisherman's Wharf. Again at Hyde and Jackson (top left), California Street Cable Railroad car 46 is inbound on Hyde, running on the Hyde-O'Farrell-Jones line, which started at O'Farrell and Market and went to Hyde and Beach streets. The Hyde Street line was taken over by the Muni in 1952 and abandoned in '54. In 1958 the Washington-Jackson line was connected to the Hyde Street line here and service was restored to outer Hyde Street. The tracks are still in Hyde, used by the Powell-Hyde line, and the cars are festooned with tourists.

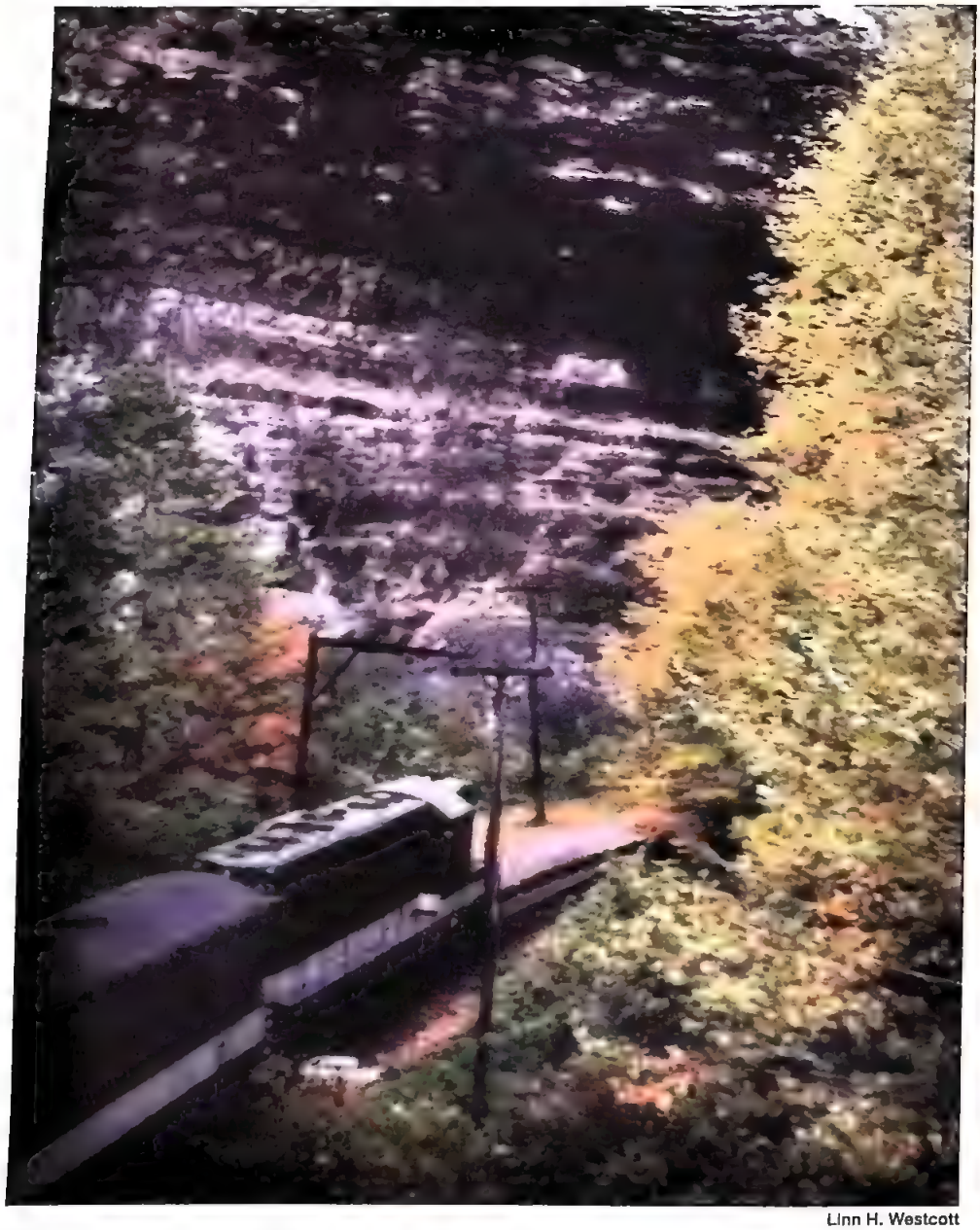


All photos, Linn H. Westcott; caption data, Chuck Vercelli

Second Section

Natural Tunnel, in color

Plus: A tripod mystery solved, best wishes to a map master, shortline resourcefulness, and a future railfan



Linn H. Westcott

"The Crater" outside the Southern Railway's Natural Tunnel reverberates to the sounds of a Geep-F3 duo on a westbound freight; white sign near the rear of Geep identifies the tunnel.

Southern Railway's "Lonesome Pine Special" [pages 22-29] made its last run just before color film became available to amateur rail photographers. Artist Ron Flanary has helped fill the void with his painting of the train at Natural Tunnel [page 23], but all color photographs at the scenic landmark date from after the Special had rolled into history.

Which brings us to the photo above. In the late 1940's or early '50's, Linn H. Westcott, editorial director for TRAINS and MODEL RAILROADER magazines, took a swing down South. Fascinated by all aspects of railroading, especially its geographic oddities, Linn "naturally" paid a visit to the Southern's unique passageway south of Appalachia, Va. He even caught a freight there, a westbound led by a Geep and an F unit.

—Rob McGonigal

CLASSIC TRAINS as memory aid

If you look closely at the photo of the Wabash 4-6-2 with train 13 in our Summer issue [page 54], you'll see a tripod just to the left of the train. We wondered about that, until we received this note from the photographer, Bob Milner:

"Thank you for sending me the advance copy of the current issue of CLASSIC TRAINS. Every once in a while I see one of my photos that I had forgotten I took. The one on page 54 is one of them.

"What really puzzled me was the location of my tripod and black-and-white camera that's in the photo near the last car. I often took simultaneous color and b&w photos (a trick I learned from the late Bill Price). When I checked my files, I found both a color slide and a b&w taken as 13 came into the station. Then I apparently ran down the track and took the shot you published as the train pulled out. I have no recollection of doing this, but then that happened almost 53 years ago."

Glad we could help dust off some memories, Bob.—*R.S.M.*

Happy retirement, Bob Wegner

When I came to Kalmbach Publishing Co. 12 years ago, one of the joys of the job was working with Senior Technical Illustrator Robert Wegner. I'd been admiring and learning from his maps in TRAINS magazine for seemingly as long as I could remember—make that for *literally* as long as I could remember, for Bob had been producing maps and other artwork for Kalmbach publications since 1961, when he began working here right out of school.

Bob Wegner

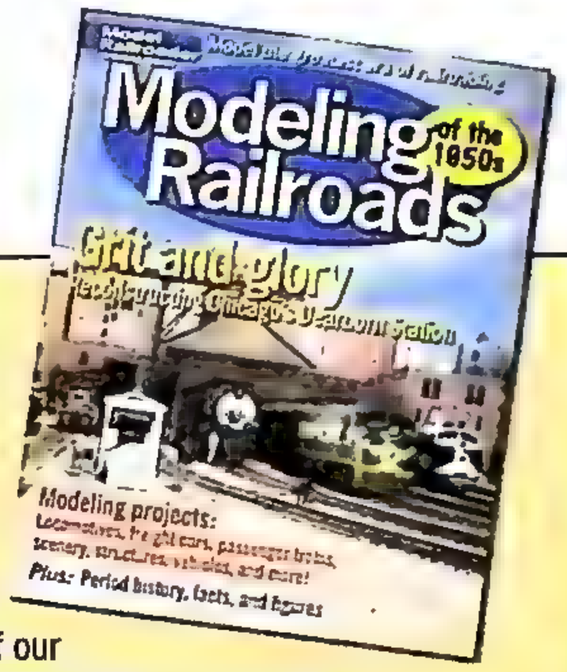
It's always a treat to discover that someone you know only through his or her fine work also turns out to be a fine

www.trainshops.com

Go shopping for railroad products without even leaving your home!

trainshops.com

Modeling those golden years



CLASSIC TRAINS COVERS North American railroading from the late 1920's through the 1970's, with the bulk of our material dating from the quarter century following World War II. The heart of that era—the decade of the steam-to-diesel transition, the last great streamliners, slogan-emblazoned freight cars, and more—is the subject of MODELING RAILROADS OF THE 1950s, a special publication from our sister magazine, MODEL RAILROADER. In addition to articles on modeling projects themed around that pivotal decade, this 84-page issue will contain five stories on "the prototype" (as modelers call real trains) authored by yours truly. MODELING RAILROADS OF THE 1950s will be available in late August; to order a copy, call (800) 533-6644 or go to www.modelrailroader.com.—*R.S.M.*

associate. Such is the case with Bob, whose demeanor matched the orderly professionalism of his maps. Kalmbach without Bob Wegner was once hard to imagine, but we'll have to get used to it, now that he has retired after 44 years here. Best wishes, Bob, and thanks for all the great work.—*R.S.M.*

Tennessee's sturdy Ford

Denny Hamilton and his buddies journeyed to the Tennessee Railroad in 1973 to see, photograph, and ride its hard-working Alco RS1 locomotives ["A Ride on the Tennessee," pages 74-79, Summer 2005]. But reader Royce Kershaw was curious about the fate of another piece of Tennessee equipment: No. M-7, the 1964 Ford Galaxie 500 fitted with hi-rail wheels that checked track conditions ahead of the freight trains [page 76].

We forwarded Kershaw's note to Denny, who asked the road's retired general manager, Tom Gentry, about the car. Gentry said the car probably still exists, but is most likely not in any kind of reasonable shape. Seems there was a washout "a few years back" around milepost 32 or 33. As part of the repair work, Gentry and his men brought the Ford—presumably already retired from its hi-rail duties—to the site and, in typical shortline fashion, shoved it down the bank to help shore up the hill.—*R.S.M.*

Thomas the IC 4-8-2?

Magazine editors are suckers for photos of kids reading their handiwork—certainly for sharing such photos with their readers—and, well, now it's our turn. The photo below arrived with the following note from Mark and Kristine Winstead of Midland, Ga.:

"As you can imagine, Thomas the Tank Engine has led the way for younger and younger train enthusiasts. Our son, Sam Winstead, is 2½ years old and we cannot get him to leave the bookstore without a copy of CLASSIC TRAINS. Thought we would send you a picture of him reading your magazine. Hope you enjoy it as much as we do."

The photo of Sam brought more smiles to our office than any picture we've received in a long time. Perhaps someday he'll be reading about the BNSF and SD70M's in CT.—*R.S.M.*

Mark and Christine Winstead

Half the age of CLASSIC TRAINS itself, young Sam Winstead studies the Winter 2004 issue.

Index of Advertisers

WE BELIEVE that our readers are as important as our advertisers; therefore, we try to handle all readers' complaints promptly and carefully. If, within a reasonable length of time, you do not receive your merchandise or a satisfactory reply from an advertiser, please write to us. In your letter detail exactly what you ordered and the amount of money you sent. We will then forward your complaint to the advertiser for action. If no action is ultimately obtained, we will refuse to accept further advertising from them. Address complaints to: CLASSIC TRAINS, 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187.

American Models 19
Canadian Branchline Miniatures 87
Carl Loucks 81
Central Electric Railfans 19
Carter-Mays 88
Chesapeake & Ohio Historical Society 12
Classic Trains Annual 15
Classic Trains magazine 97
Durango & Silverton Narrow Gauge Railroad ..11
Four Ways West 81
Garden Railways magazine 97
Greg Scholl Video Productions 83
Herron Rail Video 100
Hundman Publishing 89
KahnDog Publiscations 6
McMillan Publications 17
Milepost Publishing 6
Model Railroader magazine 88
Monte Vista Publishing 12
Nevada Northern Railway Museum 14
NRHS Atlanta Chapter 11
On Track Publishers, LLC 11
Pixels Publishing 12
Rail Plaque 84
Railway & Locomotive Historical Society 84
Revelation Audio Visuals 13
RGM Watches 84
RTN Press, LLC 12
Semaphore Records 85
Signature Press 2
Southern Pacific Historical Society 6
TLC Publishing 87
Trains Books 91
Trains.com 84
Trains magazine 90, 99
Trainshops.com 95
Vanishing Vistas 88
Video Management Co. 7

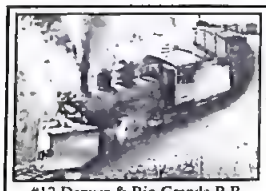
MARKETPLACE

14th ANNUAL CHICAGO RAILROADIANA SHOW AND SALE
October 16, 2005 • 10am–3pm
NEW LOCATION: Kane County Fairgrounds • 525 South Randall Road, St. Charles, IL
Admission $5.00 • Tables $40.00
SASE, Russell Fierce, 3565 Winston Drive
Hoffman Estates, IL 60195-1865 • 847-358-1185
Visit: www.ChicagoRRShow.com • e-mail: RussFierce@aol.com

ORANGE BLOSSOM SPECIAL
OTHER C.W. TRAIN SONGS AS SUNG BY
BUDDY MAX
Shows every Sat. 2 p.m.
COWBOY JCT. OPRY (closed July & Aug.)
3949 W. Hwy 44 Jct 490 • Leanto, Florida
FREE ADMISSION • CD & Tape Sales

American Railways
Mugs Dinnerware Collectibles Prints
P.O. Box 5368 Youngstown, Ohio 44514
330 726 4788 Fax 330 726 2274
www.americanrails.com

First-Class Railroad Pins
www.sundancepins.com
SUNDANCE MARKETING, INC.


#12 Denver & Rio Grande R.R.
2-8-2 Engine No. 455

Also Now Available
8x10 Prints
Framed and Unframed

Art Olds Lithographs
Send size 10 SASE for color sample. Include $1.00 (refundable). Edgar Kruckeberg, P.O. Box 722, Montrose, CO 81402. Phone/Fax: (970) 252-9140

OH WELL PRODUCTIONS PRESENTS
ALCO'S IN ACTION

Video by Ed Kaspriske, The Delaware Lackawanna's Alco Fleet in action on its Pocono, and Carbondale main line. Former Lackawanna RR and Delaware & Hudson RR. Plus other Alco powered short lines and tourist operations. Many Alco's!
Available in DVD+R or VHS. $25. Make checks or money orders out to:
Ed Kaspriske • 351 Rabbit Run Lane, Laurel Run Estates • Wilkes-Barre, PA 18706
www.dieselairhorns.com

Black/White Prints - Lists (with sample):
Street car and interurban 17,000 scenes $6.50
Steam and diesel 2,400 scenes $2.00
Bus and trolley bus 2,000 scenes. $2.00
Duplicate Color Slides - Lists (with sample):
Street car and interurban 6,200 scenes $4.00
Steam and diesel 12,000 scenes $5.00
Bus and trolley bus 2,100 scenes. $2.00
Scholes Photos, Dept. TM
1423 Kelvin Ct., Cincinnati, OH 45240

"APPRAISALS FOR THE SMALL COLLECTOR"
A PIECE OR TWO, INC.
Appraisals of Antique & Collectable Railroad Artifacts
JIM SNOOK, PC (229) 683-3207
176 Riverwind Trail, Meigs, GA 31765
E-MAIL: apot@alltel.net
WEBSITE: WWW.APIECEORTWO.BIZ

AVAILABLE FROM
THE C&NW HISTORICAL SOCIETY
The Chicago and North Western
BUSINESS TRAIN
88 pages with all-color presentation -
Excellent action shots of the trains in service
$53.95 each, includes postage (IL res. please add $2.00 per order)
C&NW Business Train: Diagrams and Roster
137 pages, spiral bound - Business Train Rosters & Diagrams from 1980-1995
$35.00 each, includes postage (IL res. please add $2.00 per order)
Order from: C&NWHS-TC, PO BOX 1436
Elmhurst, IL 60126. Visit us at WWW.CNWHS.ORG

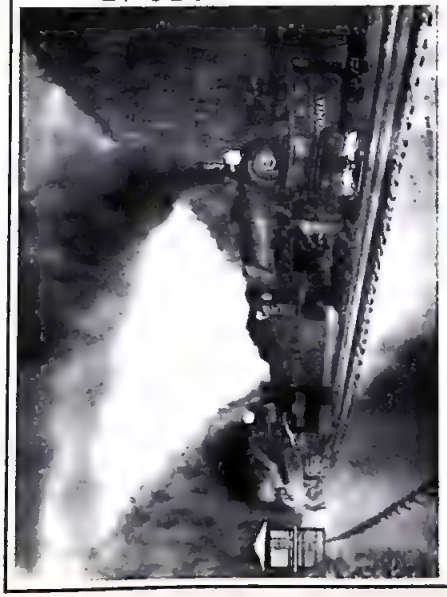
TRRA HISTORY

A 115 year history of the Terminal Railroad by historian Thomas T. Taber III; photos from Joe Collias, Charles E. Winters, Harold K. Vollrath, John Fuller, Robert J. Foster, Mark Bess, Sonny Sellers, Scott Muskopf, and others; maps, financials, the Wiggins story. Eads Bridge, Willows and more.
122 pages, $30
plus $3 postage
TRRA Historical and Technical Society, Inc.
P.O. Box 1688, St. Louis, MO 63188-1688
(314) 535-3101
http//trra-hts.railfan.net

CLASSIC SANTA FE SCENES

"Grand Canyon at Sullivan's Curve"
Print by John Winfield
18" x 24" - $30.00

"El Capitan in Chief Country"
Print by G. Bennett
18" x 24" - $30.00
Add $5 per order for shipping
Send $2 for 50 page+ illustrated catalog plus vintage ad list and brass list or visit our web catalog:
Trackside Prints & Hobbies
Box 680503, Houston TX 77268-0503
e-mail: jhink844@sbcglobal.net
Web Catalog: www.tracksideprints.com

New Pennsy Painting
THE INTRUDER
Duplex drive T1 6110 slams by Banks Tower on the Middle Division. 4230's engine crew and brakeman glare disdainfully at the streamlined monster. Spit and polish vs. coal dust and rust. Is this Pennsylvania Railroad's last gasp at steam?
4-color print of Gil Reid's artwork
PRICE:
$50.00 signed
$46.00 unsigned
WI residents add 5% sales tax.
GIL REID

Send order w/payment to 18455 Harvest Ln. • Brookfield, WI 53045 • Website: www.gilreid.com

6 Left FOR SALE 6 Left
CABOOSES WITH CUPOLAS
IDEAL FOR
Offices, Cabins, Guest Homes, Motel, Campground, etc.

These cabooses were built in the late 1930s - 1940s. This is probably one of your last opportunities to buy a real, genuine piece of railroad history that will last you a lifetime. Cabooses are selling on a first come, first served basis for $8,500.00 each.
Located in PA
Trucking available.
For more information phone (717) 426-4919

REPRODUCTION
CAPITOL LIMITED
B&O
DRUMHEAD CANS & SIGNS
• Suitable for Actual Use • Illuminated •
Used by private car owners, museums, tourist railroads, and collectors.
Wide variety of train names available including use of your custom artwork.
26" Diameter • All metal • Made in USA
Drums: $350 • Signs $350 & Up
McDonald Models • 895 Prospect Blvd.
Waterloo, Iowa 50701 • Tel: (319) 233-0545

OU ARE INVITED TO JOIN

The National Association of Timetable Collectors

Receive magazine, newsletter, roster and SPECIAL NEW MEMBER KIT...ten Employee or Public Timetables, you choose ETTs or PTTs. Send $25 for one year dues.

NAOTC, PO Box 217, Bethpage, NY 11714

The finest in gifts for the railroad enthusiast!

RAILROAD GIFTS

Schrader Enterprises, Inc.
230 South Abbe Rd. Dept KCT
Fairview, Michigan 48621
Send $2.00 For Catalog
www.railroadcatalog.com
989-848-2225

ROBERT O. HALE PHOTOS

Catalog listing 1900 photos on 38 pages, various roads B&W prints. Produced by wet-darkroom method-not computer printouts. $4.00

Also available Golden West's new book:
RAILROAD PHOTOGRAPHY, WESTERN STATES.
Robert O. Hale • 116 pages filled with photos and text, most with negative numbers, some photos full page $43.00 postage paid

M.D. MCCARTER PHOTO COLLECTIONS
P.O. Box 1569, Camp Verde, AZ 86322-1569
See web page for other catalogs listing photos
www.mccarterrailphotos.net • mmccarter@wildapache.net
telephone 1-928-567-6443
established 1030

IN THE AUGUST ISSUE

An indoor-outdoor large-scale railroad

Superdetailing Aristo-Craft's SD45 diesel

Scratchbuild a "retired" boxcar

Chicago convention preview

To get your copy of the August issue of *Garden Railways*, visit your local hobby shop or newsstand or call

800-533-6644

or visit www.gardenrailways.com

Garden RAILWAYS MAGAZINE

Coming next issue

Winter Edition

Special section:

Winter Railroading

- **Arizona Aftermath**

  When a huge snowstorm buried Santa Fe's main line across Arizona in December 1967, photographer Gordon Glattenberg was on hand for the recovery

- **Six-Wheeler vs. Blizzard**

  Bert Pennypacker recalls how an 0-6-0 and doodlebug bucked snowdrifts on the Reading Company's Wilmington & Northern line in 1942

- **Midnight Ride Through Frozen Vermont**

  Jim Shaughnessy tells of a 1957 trip on a 4-8-4 hauling the *Montrealer* in sub-zero weather

- **Rock Island Prodigy**

  On a snowy night in 1969, a high-schooler with a part-time job as an operator faced a trial by blizzard

- **Narrow Gauge, Deep Snow**

  Rio Grande men and Mikados battle the white stuff on Cumbres Pass in 1963

Plus ...

- **Bird's-Eye View**

  Three Chesapeake & Ohio places

- **Great Photographer**

  Fred H. Matthews

- **Fallen Flags Remembered**

  Pere Marquette Railway

- **The Way It Was, A Classic Year, True Color, Car Stop, and more!**

ClassicTrains MAGAZINE

Subscribe Today!
800-533-6644
classictrainsmag.com

Canadian National

Mackenzie and Mann's Vancouver monument

William Mackenzie and Donald Mann began assembling the Canadian Northern system in the 1890's. A mix of new construction and acquired lines, their railway eventually spanned from Montreal to the Pacific coast. But Mackenzie and Mann's dream of a second (after Canadian Pacific) great private Canadian system collapsed in 1918, when finanical difficulties caused the CNoR to fall into government hands, and thus was born Canadian National Railways. Perhaps Mackenzie and Mann's greatest achievement was the construction of a new line from Winnipeg via Edmonton to Vancouver—1570 miles across the prairies, through the mountains, and down the Thompson and Fraser river canyons. The CNoR reached the growing port city in 1915, and the next year opened this fine passenger terminal just southeast of downtown. After decades of playing second-fiddle to Canadian Pacific's waterfront station, this building is now Vancouver's primary depot, serving VIA Rail Canada, Amtrak, and the Rocky Mountaineer tour train (West Coast Express commuter trains use the CP station). It even has a new name—Pacific Central—which is spelled out on the roof in giant illuminated letters like the ones in the CANADIAN NATIONAL sign seen here. ■

TRAINS takes you there

Photo by Tom

TRAINS
MAGAZ

Every issue of *Trains* magazine brings you closer to railroading than ever before. You'll get:

- ✓ exciting full-color photos
- ✓ expanded railroad news
- ✓ insider commentary
- ✓ detailed maps and diagrams
- ✓ insight into railroading history

Subscribe today!
Call 800-533-6644
Mon-Fri, 8:30am-5:00pm Central Time.
Outside the U.S. and Canada, call 262-796-8776

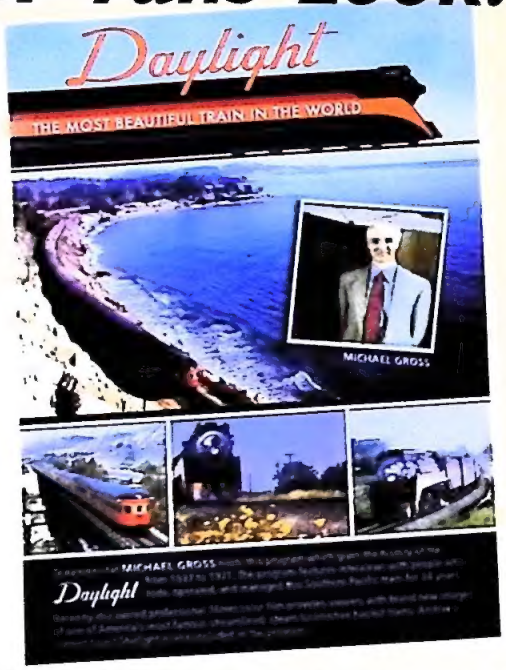
Visit us online at **www.trainsmag.com**

04X1320

HERRON RAIL VIDEO

SP Fans Look!

Since 1985. The Leader in Vintage Rail Video



The history of S.P.'s great Daylight passenger trains with rare footage never before released. Hosted by Michael Gross and produced by Rich Luckin. 56 Minutes. DVD only. Sorry, no VHS on this title. ORDER TODAY! Just $ 24.95

Silver Thread through the West

Great documentary of the California Zephyr! Award winner by Rich Luckin **$ 24.95!** Items CZ-D DVD / CZ VHS

Super Chief

Great documentary of the ATSF's Super Chief! Award winner by Rich Luckin **$ 24.95!** Items CZ-D DVD / CZ VHS

More videos & DVD's of Classic Trains

POCAHONTAS GLORY Volume 3

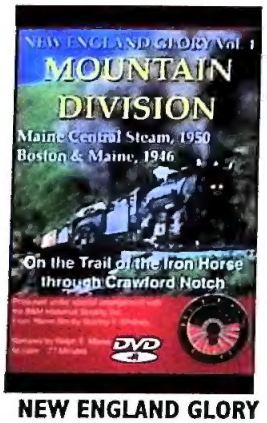
Where Winston Link made many of his photos, the Shenandoah Valley Line was a beautiful place to see N&W steam! Great!
Item 009 VHS or 009-D DVD
$ 39.95

Steam & Diesel on the P. R.R. Vol. 1

Don Krofta's coverage of the PRR in the Altoona area from 1953-1976. Great yard scenes plus Horseshoe Curve & more.
Item 032 VHS or 032-D DVD
$ 39.95

GLORY MACHINES Volume 4

St.Louis RR's plus SP at Tucson in the 1940s. SLSF, MP, Wabash, PRR, and more at St.Louis. ALL COLOR GREAT FTG!
Item 004 VHS or 004-D DVD
$ 39.95


NEW ENGLAND GLORY Vol. 1
MOUNTAIN DIVISION
Maine Central Steam, 1950
Boston & Maine, 1946
On the Trail of the Iron Horse through Crawford Notch
DVD

NEW ENGLAND GLORY MOOUNTAIN DIVISION

B&M's Mountaineer + MEC steam on Crawford Notch. Bartlett Round house & mountain action-circa late 1940's All color!
Item 017 VHS or 017-D DVD
$ 39.95

NARROW GAUGE GLORY DRGW + RGS 1930's-60's

D&RGW narrow gauge passenger & freight trains 1930's-1960's. San Juan, Alamosa, Monarch Branch. More + RGS 1940's.
Item 025 VHS or 025-D DVD
$ 39.95

MID-AMERICAN GLORY ILLINOIS CENTRAL

Steam, Diesel & Electric on ICRR, 1950's-1960's. Big steam systemwide + classic passenger trains. Great steam action here!
Item 018 VHS or 018-D DVD
$ 39.95

More on our web site: herronrail.com

Add $5.00 p&h for 1 item, $1.00 for each additional. FL residents add 7.00% tax.

Visa/MC orders call toll free 1 (800) 783-3886

Mail orders enclose check or money order and mail to:
Dept C, Herron Rail Video,
2016 N. Village Ave., Tampa, FL 33612
Fax 1 (813) 932-6173
Catalog and many more titles on our Web Site: http://www.herronrail.com